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Grinnell--A Century of Progress

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S. U. I. SCHOOL OF JOURNALISM



★
Dedicated To The Men and Women Who Founded Grinnell



1854 - 1954

Grinnell-- A Century Of Progress

A History of Grinnell, Iowa

Commemorating 100 Years of Progress

1985170

Thank You

The publishers of this history of Grinnell extend their appreciation and thanks to all persons who so willingly aided in providing pictures and information for use in this book.

In any history, not all stories can be included. The stories on the following pages represent those which we felt best reflect the growth of a city . . . Grinnell.

Hardship and humor, hard work and the fruits thereof are depicted. This is your city . . . and the story of what made it the fine city it is today.

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Grinnell — A Century of Progress

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Foreword

GRINNELL is 100 years old.

On this and following pages we salute the city and the observance of the Centennial Year.

Besides being 100 years old, Grinnell is a fine city, typical in many ways of other Iowa cities of its size. In other ways it is different. It is not only a prosperous community, in a wonderful territory, it also has many cultural and varied qualifications to recommend it to prospective residents.

Grinnell was founded by its pioneer residents for religious and educational reasons. It has continued, down through the years, to be thus dedicated.

Grinnell, in short, is a fine business town and a fine residential town. And, through the next 100 years, it should continue to grow and flourish and remain the pride of its citizens and former residents.

Read about the first 100 years on the following pages.

—The Publishers

I REMEMBER

.. By A. L. Frisbie

Perhaps it will not be out of place to commence this informal record on a personal note.

I have known Grinnell almost since my first recollections. I attended college in Grinnell and I have lived in Grinnell for forty seven years.

My father was a brother of Daniel G. Frisbie, or "Squire" Frisbie as they used to call him who, in addition to being a doctor of medicine doubled as a justice of the peace. He lived on "Frisbie Hill", just south of the city limits on West street, where Bert Whitaker's modern home now stands and during my early boyhood annual pilgrimages to visit with the cousins in Grinnell were in order.

I can well recall the excitement of boarding the train at Des Moines and riding on the hot red plush seats until we disembarked at the little Grinnell station and were met by our uncle, or his son "O. T.", driving old Dolly to the buggy or surrey in which we were transported to the Frisbie place. The old fashioned house stood on top of the hill, with a fine grove of pines as a windbreak to the north, all gone now, and peacocks preening their brilliant foliage in the yard and adequate barns and out buildings, because this was a sort of combination farm and country place. "O. T." ran the farm and his father had his office downtown.

I can still remember the joyous excitement of those arrivals and the happy reunions with my cousins. I can also recall the thrill of being tucked into bed in a strange place and hearing the mournful calls of the whip-poor-wills in the trees outside, in pleasant contrast to the cries of the English sparrows to which we Des Moines dwellers were accustomed. To my knowledge I have never heard whip-poor-wills in any other place than this.

The Grinnell I remember was a little country town. The park was in the same old place, but there were no cement walks; just cinders. There was no Monroe hotel then. J. B. Grinnell, the founder of the town, had his fine home north of the pre-

sent hotel site, and his lawn extended right down to Third avenue. The place covered a full quarter block and I have always regretted that the house could not have been preserved as a memorial. What a location it would have been for our present flourishing museum. An effort was made in that direction many years ago, but it failed for lack of popular support.

The streets, of course, were entirely unpaved. The business section was not so pretentious as it is today and the downtown streets were lined by hitching racks where the farmers could tie their teams when they came to town to trade.

Grinnell mud was justly famed for its depth and tenacity and in the spring, when the frost was coming out of the ground the streets were practically impassable. That was the case also when I came back to Grinnell to paddle my own canoe in the newspaper business. I well recall a pond in the middle of Main street between the Preston corner and the Citizens National Bank where the Woollen shoe store is now located. It was almost big enough for navigation by a row boat, and Ed Brande, famous wag of those days, created a sensation when he donned his hunting togs and announced that he was going duck hunting there.

The old Congregational church, recently replaced by a new building, dominated the downtown section and we faithfully attended every Sunday, father being a Congregational minister, and we always made a trip to the college museum where we marveled at the skeleton of the mammoth, if that is what it was, and the other wonders there displayed.

The homes as I recall them were not pretentious, for the most part, but were neat and well painted and the lawns were neatly kept.

In fact, the Grinnell of those days was in all its essentials a New England village transported to the Middle West and that is what it was intended to be.

What impresses me about Grinnell, as I look back over the years during which I have



known it, is its resiliency. In the face of a cyclone, which leveled the little town and of a fire, which wrecked its business section, it has emerged stronger and better than ever. It has faced the sufferings of pioneer days, depressions, wars and all the vicissitudes of a pioneer town set down on the bare prairie with unbounded courage and never failing faith.

The history of Grinnell is the history of the folks who have lived here and the city of today is the fruit of the unselfish endeavor and consecration of those who invested their lives in its upbuilding. Surely we Grinnellians today have a goodly heritage.

And so we come to the Grinnell of today with its well paved streets, its deep wells for a never failing supply of water, its modern sewage disposal plant, its alert and thriving business section and its college, which has always played such an integral part in its history since the founders first came to this new land.

And above all, we like to think of Grinnell as a city of homes. When the founders came the site was bare prairie, without trees of any kind. Now the trees overshadow our streets with their canopy of gracious shade and the streets are lined with pleasant homes.

Grinnell is a vital, growing, home loving community and as we face this centennial celebration we can feel indeed that this is our home, built on the firm foundations established by the founders and pressing forward to ever greater things.

READING ROOM

The ^{SCHOOL} FOUNDING OF JOURNALISM

Grinnell came into being in March of 1854. Associated with J. B. Grinnell in the enterprise were Homer Hamlin, a minister from Wellington, Ohio, Henry M. Hamilton, a young surveyor of twenty-three just out of Western Reserve college and Dr. Thomas Holyoke of Searsport, Maine. Grinnell and Hamilton were the heaviest investors.

Grinnell had previously inspected land in Missouri, but did not like the slave atmosphere. He was influenced in coming to Iowa by Henry Farnam, builder of the Rock Island railroad, who told Grinnell that he was to build an extension of the railway across the state. The actual location of the settlement was determined by Grenville M. Dodge, chief assistant to Peter A. Dey, head engineer of the road. While running the survey across the state Dodge marked the spot where the city of Grinnell was later to stand by a large flag pole as a "controlling point in the survey." Grinnell was urged to take up land here since the topography indicated the natural junction of the east and west railway with one running north and south, which actually happened. The flagpole marked the divide between the Iowa and Skunk rivers.

About noon on March 13, 1854, Grinnell, Hamlin, Holyoke and a railroad surveyor named A. J. Cassidy drove up to the tavern at Lattimer's grove, now Westfield, and ordered dinner. They quickly located the red flag of which they had been told about four miles away on the present site of the Rock Island freight depot. Hamilton joined them there.

As temporary headquarters a log cabin was built three miles away in a grove on West Sugar creek, Hamlin chopping

the logs, Hamilton hauling them with a yoke of oxen and Holyoke acting as architect and builder. Grinnell had gone to Burlington for supplies and returned with a wagon load of provisions and some tobacco "to propitiate the settlers in the grove."

Professor Payne reports that a few weeks later the party was visited by C. W. Irish and the engineers who were surveying for the proposed Lyons, Iowa Central railroad. Irish heard Grinnell preach under an oak tree the following Sunday morning and made a sketch of the log cabin that now hangs in the Historical building in Des Moines.

The acquisition of a horse saw mill soon made possible the erection of the first building, a long, low structure 16x80 feet. Mr. Grinnell writes that it stood "in what is now Broad street, between the residence of D. O. Harris and that of Professor Edson". In other words, it was about in front of St. Mary's church. A tablet erected by the D. A. R. now marks the approximate location. It was a long, low building with a sort of quonset roof made by bending green oak boards over the ridge pole. It was variously known, according to Mr. Grinnell, as "the longhouse, hulk, ark, prairie canal boat and Grinnell's Tavern", but the name by which it has come down in history is "The Long Home." The interior was divided by low partitions into three parts, the middle and largest room being used as a dining room and assembly hall.

It should be mentioned in passing that as the green timber warped "The Long Home" could hardly be called a shelter as it leaked copiously, but it was the only habitation of any kind within three miles and

the settlers made it do and endured its discomforts until they could erect homes of their own.

Near "The Long Home" a flag pole was erected on which was hung a lantern as a guide for travelers across the prairies at night. A little later a bell, weighing one thousand pounds, was hung to call the settlers to divine worship. This was before there was either a church or an organized congregation.

The school section was purchased and each of the four founders and Amos Bixby, the fifth settler, filed on a quarter section. The legal requirement that houses must be erected was met by each putting up a building in an hour's time with materials which they carried on their backs in one trip. The price paid for each quarter section was \$260 or about \$1.62 per acre.

When Grinnell platted his section, he arranged to leave a block for the park, a block on the east side for himself and one on the west side for his friend, Loyal C. Phelps and lots for a church and school. Proceeds from the remaining lots were to be added to "the literary fund" which made possible the securing of Iowa college five years later. Hamilton's quarter was platted and became what is now south Grinnell.

The second building erected was "Scott's store", Grinnell's first business enterprise. The first Fourth of July was celebrated by a parade and speeches by Grinnell and others. A crowd of approximately 150 had gathered from nearby settlements. Next in order was a hotel which was in the temporary charge of Loyal Phelps. Here Mr. and Mrs. Grinnell made their first home. Accommodations were primitive to say

the least. Mrs. Grinnell, accustomed to the refinements of her eastern home, described them as follows: "A carpet partitioned one end of the sleeping room for us, which contained a bed, a dry goods box, which with some shelves inside answered for a bureau and wash stand" and "some nails on the rafters above" served for "hanging garments."

There was only one rocking chair in the colony, forwarded as a gift by one of Mr. Grinnell's parishioners. It was passed around for the use of invalids.

At the time the colony was established there was not a tree on the whole townsite and as the settlers built their houses they also planted trees. Locusts were widely used because they grew quickly and in a year or two they were blossoming and their heavy fragrance filled the air.

The first Thanksgiving Day was a great occasion. Mr. Grinnell gave the sermon and dinner was served in the front room of the hotel. The menu included venison, prairie chickens, wild plums, puckery crabs and mince pie, concocted of venison and crab apples sweetened with sorghum. They say it was good, with almost as fine a flavor as that imparted by wine or brandy.

Incidentally this seems a good place to mention Mr. Grinnell's famous temperance provision for the colony. Every deed contained a stipulation that if liquor was ever sold on the premises the land should revert to Mr. Grinnell. This continued in effect for many years until it was finally abolished by court action.

As the colony grew, the need for a school and church became apparent. Ten public spirited citizens gave \$15 apiece for the construction of a building 16 by 24 feet in dimensions and 12 feet high. The contract was let Monday evening to the lowest bidder who, as to be expected, was Mr. Grinnell. He promised delivery on the following Sunday, and, although the lumber was still growing on the trees and hardware had to be brought in from 65 miles away, the first service was held as scheduled.

The green timber of the roof warped until the rain poured

in but, as Deacon E. S. Bartlett remarked, "There was an equal number of cracks in the floor so it soon drained out again."

Through all the discomforts and trials of the early days, Mr. Grinnell was the recognized leader and his optimistic spirit permeated the whole settlement.

Much could be written and

has been written of those early days for which there is no space here. Suffice it to say that in spite of all discouragements and hard times, the colony grew and prospered. The early settlers, mostly of sturdy New England stock, expected difficulties, endured them and triumphed over them. Grinnell was on its way.



One of Grinnell's early parades is shown in this picture. Spectators are shown clustered on the steps of Stewart library. The vacant lot adjoining is now occupied by the postoffice. Note the automobile in the foreground pulling a string of buggies, presumably Spauldings. The array of old fashioned cars in line indicates that the automotive age is approaching, but the array of horse-drawn vehicles at the curb shows that it has not yet fully arrived.



A Spaulding stock chassis is shown here setting a new world distance record. The picture is taken at the corner of Fourth avenue and West street. This Spaulding chassis, incidentally, was extensively employed and gave Grinnell a lot of good publicity.



This is the way Fourth avenue between Main and Broad streets looked in 1907 The picture looks east from the Preston corner. The buildings on the north side of the street are about as they are today with the exception of the Poweshiek County National bank building at the Broad street corner. The big change is on the south side of the street. The Manly building now occupied by the Mathews drug store and the Elks lodge takes the place of the low buildings on the Main street corner, and the Grinnell Savings bank building has been built since the picture was taken.



This is the way Main street running south from Fourth avenue looked in 1907. The observer will note many changes on the east side of the street. The dirt street, source of Grinnell's famous mud, is plainly in evidence as are the hitchracks, erected all through the business district so that customers could tie their teams.



The above picture gives an adequate idea of the havoc wrought by Grinnell's big fire in 1889. The camera was pointed northeast across the devastated area, which included the entire block between Main and Broad streets, east to west, and Commercial street and Fourth avenue, north to south. Commercial was then one of the main business streets. It is the first street north of the railroad tracks shown in the picture. The "old stone church" is seen in the background.



The first Congregational church, which stood about on the site of the present Stewart Library, is shown in the above picture. The historic bell will be noted at the top of the tower. Back of it is Grinnell's first high school building, later destroyed by fire.

The Farmers of this community

"BOSS"

Our Business

If it weren't for the farmers of this community, we wouldn't be in business. Our success hinges on how well we do our job of assisting you . . . how well we succeed in making your farming operation easier and more profitable. That's why we say—you're the "boss" of our business.

The best way we know to help you is to make available what we consider the best and most complete farm implement line—the John Deere Line. John Deere Implements are quality implements that will enable you to farm more efficiently . . . more economically.

We've established a top-notch parts and service department . . . stocked it with genuine John Deere parts to meet your particular needs. Our shop is well-equipped; our men are trained in servicing techniques which assure the best possible overhaul service for you.

Yes, we've done all this because we aim to please our "bosses." Your success is our success. Any time we can help you . . . come in—or call us.

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1854 - 1954

Centennial Greetings

For a quarter of a century, we have appreciated the confidence, patronage and friendship of the people of the Grinnell community. We will earnestly strive to continue providing the best in products and service to our customers that we may merit continued confidence and patronage in the years to come.

The lumber yard, known as York Lumber Company, was first established some 80 years ago. Stephen Goss was the founder of the first lumber yard on this site in the early 1870's.

B. J. Carney came into possession in 1880 and he, with his brother, W. J. Carney, operated the business under the name of Carney Brothers until 1902.

In 1902, a partnership was formed by B. J. Carney, E. B. Brande, and E. W. Clark, Jr. J. L. Fellows, in 1907, purchased the Carney-Brande interest in the yard.

A short period of line yard ownership followed until Gideon Watland took possession of the business in 1911. E. L. York, present owner, has operated the yard continuously since 1929.

YORK LUMBER COMPANY

E. L. York

"Hello 3-0"

Education in leading role '

GRINNELL SCHOOLS

With the founders of Grinnell, religion and education went hand in hand. One of their first concerns after the first settlement, was the proper education of their children and in the spring of 1855 ten men contributed \$15 each for the construction of a building 16x24 feet in dimensions and 12 feet high, to serve the combined purpose of church and school. The lumber was unseasoned and unplanned and, as in the case of the Long Home, green boards were bent over the ridge pole to form a roof. The school stood just south of the present site of Stewart library. Miss Lucy Bixby was the first teacher and tuition was \$2 per term.

As the town grew, so did the school demands and during the summer of 1856 a new two story building was erected on the present high school lot facing south. The west end of the lower floor was finished to provide a comfortable place for winter meetings. Col. S. F. Cooper was the first teacher and

was followed later by L. F. Parker of Grinnell college fame. When the first college building was erected in 1859, Professor Parker divided his time, teaching at the college in the morning and at the public schools in the afternoon. During this period William Beaton was in charge of the morning sessions.

Other early teachers were Messrs. Kenworthy, Abott and Charles Read, Miss Edna Snell, Miss Haslett and Miss Harriett E. Fellows, who was principal until 1866, when she married S. H. Herrick.

The school was graded during the administration of her successor, John Valentine, who also originated term reports giving attendance, punctuality, scholarship and deportment reports for each pupil.

Later as the school grew, the building was extended 50 feet to the north, giving it a rectangular shape. There were five grade rooms downstairs and half the upper story was the high school with Mr. Valentine's office in the unfinished half.

When Mr. Valentine retired in the spring of 1870, R. M. Haines, pioneer Grinnell lawyer, finished out the year and in the fall R. B. Snell was elected superintendent.

On Feb. 24, 1871, the school building was destroyed in a spectacular fire but students were removed without casualties. The college and private homes did their best to supply the need, but many pupils left school and failed to return, making classes small for a number of years.

Center school was built in the summer of 1871 under M. Austin as superintendent. He was followed the next year by D. G. Edmundson. A. C. Hart was superintendent 1874-79 and A. T. Free 1879-1882.

In 1876 old South school was built and served until replaced by the present building in 1918. It was named Davis school in honor of Lizzie and Edna Davis, much loved teachers of many years of service.

In 1882 a grade school was built at Sixth avenue and Spring



Early Grinnell School House—On Site of Present High School, Facing South Toward Central Park

street but burned down in June of 1896 and the present Parker school was erected, named in honor of Professor Parker.

The present Cooper school, named in honor of Col. S. F. Cooper was erected in 1889.

Superintendents during this period were O. F. Emerson 1882-1884; A. C. Hart 1884-1887; W. G. Ray 1887-1890; G. W. Cowden 1890-1899; D. A. Thornburg 1899-1904, and Eugene Henely, whose term of office, longest in the history of the

schools, continued from 1904 until his death in 1928.

It was during the administration of Mr. Henely that a new high school was erected in 1904 and in 1921 the people of Grinnell voted a bond issue for the erection of the addition which gave Grinnell its high school plant as it now stands.

Superintendents since Mr. Henely have been C. E. Humphrey, Rupert Hawk, B. C. Holmes and the present incumbent, Kyle Jones.

Be Sure To Tell

Your Friends

About This Book

"Grinnell—

A Century of Progress"



SMITH FUNERAL HOME



A Dignified Service



Corner Sixth Avenue and Broad

Phone 255

Grinnell, Iowa

The Story of Billy Robinson



Billy Robinson's Air plane And Backers

On a chilly, gray March afternoon, an aeroplane fluttered down from the sky like a falling leaf. It came in erratic swoops and dives, as though some hand were trying in vain to regulate it. The plane landed with a resounding crash in a field near Ewart. W. G. Cleland, who was nearest the scene of tragedy, reported that there was a great explosion with flames shooting 300 feet in the air. Billy Robinson, daring pioneer aviator, had crashed to his death and with him had crashed the hopes of the infant industry which had been built up around him. The date was March 11, 1916.

Billy had taken off about 3:30 p.m., in an attempt to break the existing American altitude record, which was supposed to be 17,000 feet at that time. He had already been up to 14,000 feet. His attempt accentuated a long standing dispute between Billy and his directors. Billy was determined to fly, and they were equally determined to keep him on the ground. When the fatal day came Billy announced that he would try for the record if he received a telegram of authorization from the Aero Club of America in Chicago. The tele-

gram came through, J. L. Fellows, who had been appointed observer, sealed the barograph on Billy's homemade biplane and he took off, full of hope and cheer.

It is remembered that the day was chilly and cloudy. Word of the attempt to break the record got around and the Saturday afternoon crowd often stopped to watch the plane as it worked its way upward, now momentarily obscured by the shifting clouds and again breaking through to clear visibility. Up and up it went until it was a mere speck in the sky and people were beginning to say that surely Billy had broken that record when Ed Brande stuck his head out of the window of his second story office on Broad street near Third avenue and shouted that word had just come over the telephone that Billy was down. Hal Wells, the Aeroplane company manager, was the first to take off for the scene of the tragedy in J. L. Fellows' Cadillac. Following closely were Dr. O. F. Parish in his car, accompanied by DeMotto, bookkeeper for the company and the writer, as representative of the Grinnell Herald. The coroner, Dr. J. H.

Friend, came in F. E. Spaulding's car and others followed closely.

When they arrived on the scene the biplane was still burning fiercely and the blackened body of the aviator had been removed from the wreckage and was lying on the ground close by. The body was brought back to Grinnell in the Parish car.

The Herald issued an extra which was on the streets early in the evening. There had been a college play at the Colonial theatre that night and as the audience left at the close of the play they found the paper awaiting them at the door. The whole town was moved as it seldom has been before or since.

The final chapter was written when a group of his close business associates in the Aeroplane company, J. L. Fellows, Fred Spaulding, H. L. Beyer, E. B. Brande, O. F. Parish and P. E. Somers, carried the casket out of the Methodist church, following largely attended funeral services.

The body rests in Hazelwood cemetery where now stands a granite slab split from a lone boulder which a glacier deposited a mile and a half from the

city. Inset is a bronze memorial tablet, bearing the inscription:

This stone marks the resting place of
of
William C. Robinson
Pioneer non-stop flyer
and second
authorized carrier of air mail
He met death in his plane a few miles south of Grinnell when making
an altitude flight March 11, 1916
Erected by those who honor the memory of Billy Robinson

There has been endless speculation as to what caused the fatal crash, but no one will ever know for sure. It is known that Billy had a weak heart, which had given him trouble at the 14,000 foot elevation. He was also handicapped by having the sight of only one eye, having lost the other in an accident. The fact that a cushion from the plane was found a mile from the scene of the actual crash has prompted some to believe that Billy had thrown it out in an effort to secure better visibility. One theory is that he may have been blinded by a hail stone in his good eye. Possibly his heart failed under the strain of the high altitude. Maybe the motor went out and the plane could not be controlled. Perhaps the wings iced up. A physician expressed the belief that the rapid descent caused high blood pressure which resulted in cerebral hemorrhage. Everyone hopes that Bill was unconscious when he hit the ground. He had always claimed that driving an aeroplane was as safe as walking down the street, because if you had trouble all you had to do was to come down.

No one ever knew whether or not Billy broke the record, as the barograph was destroyed with the plane, but friends like to think that he accomplished his objective before death overtook him.

Whatever caused the tragedy, it snuffed out the life of a genius who had made great strides forward in the then infant science of aviation on his own initiative.

There is always the possibility that had it not been for the death of Billy Robinson Grinnell might have gone on to become a great aviation center. He was a

man who brought to the industry new and original ideas. He had designed a new type radial motor. There had been radial motors before, but Billy's contained practical innovations. Professor Grant Gale has written that the motor "would have been revolutionary even ten years later."

There is now on exhibition at the college a radial motor later made by the Dodge Tool company, a Grinnell enterprise headed by W. S. Dodge, following Billy's plans and drawings. This is supposed to be an exact duplicate of the motor destroyed when Billy crashed. Some of Billy's original plans and drawings are also in possession of Professor Gale.

On a card signed by W. S. Dodge, F. J. Whinery and Grant Ramsey, trustees of the Dodge Tool company, which accompanied the motor when it was placed on display at the college, the statement appears that the motor had been built at the request of the Aircraft Division of the Ordnance Department of the United States government and had been given a block test at McCook Field, Dayton, Ohio, in August, 1918. The statement continued: "The Armistice was signed before any decision was made regarding using air cooled motors."

The company languished after Billy's death. There was an effort to carry on, but the spark was gone and finally operations were suspended. It is understood that patents had been applied for, but there is no record available that they were ever granted.

The career of Billy Robinson reads like a Horatio Alger story except for its tragic ending. If the Alger formula had been followed Billy would have become the head of his own great company and found wealth, success and happiness.

For the following account of Billy's career, the writer is indebted to a paper written by Professor Gale for the Poweshiek club some years ago and also to an article by the late W. G. Ray in *The Palimpsest*, the monthly publication of the State Historical society issued in September of 1930.

Mr. Ray described Billy in the following words:

"Billy Robinson, even in his maturity, was not a large man.

Small of stature, he was nevertheless endowed with endurance much in excess of the physical proportions of his body. His quiet, courteous manner enabled him to meet his friends with dignified familiarity. And he had an innate enthusiasm that imparted a certain charm to his demeanor. Many who knew him remembered the light which kindled in his eye when he spoke of his work and plans. Indeed, next to his mechanical genius this enthusiasm for his profession combined with unlimited courage, was the most prominent trait of his character."

Billy was a poor boy. His mother, Mrs. Franklin Robinson, with her three sons and a daughter came to live in Grinnell in 1896 when Billy was about 12 years old, having been born in Redfield, South Dakota on Sept. 24, 1884. His father had died in Florida and the boys helped to support the family. Billy worked for Walter Preston, Grinnell's first "handy man" and according to Mr. Ray, lived with Preston when the family moved to Oskaloosa. After his two brothers were killed in a mine explosion, the mother and daughter returned to Grinnell to live.

Professor Gale writes of these early days as follows:

"Like the Wright brothers and Glen Curtis he was a bicycle repairman and general tinkerer and handy man de luxe. In his bicycle shop in Grinnell (which he had purchased of Mr. Preston, Ed.) Billy Robinson was busy designing and making his own plane. In the Wright machine used by Orville in New York in 1909, he still had skids instead of wheels. . . . Billy Robinson had some special plan for a landing gear and his own ideas for a motor of unique design, and so the little genius of a man went about making his flying machine."

Billy attended Grinnell college for a time but always returned to his chosen work with undiminished zest. Professor Gale described him in those early days, as an "inveterate worker with a violent temper."

"In his little shop on Fourth avenue", continues Professor Gale, "Billy had caught the vision of flying, where I do not know, and with simple tools

and the help of Charles Hink he had constructed a small aeroplane, possibly a glorified glider.

"The original monoplane which he had constructed contained a 60 horse power radial motor built here in Grinnell by Billy. Whether or not Billy ever flew this early plane I do not know. It seems unlikely that Billy would have been so enthusiastic and so ardent without ever having attempted flight, successful or otherwise."

Billy's quiet life in Grinnell was interrupted when the Robinson circus came to town. It was announced by a half page advertisement in The Grinnell Herald of July 10, 1914. Apparently the actual date when the circus came to town was Saturday, July 15 and Billy was there with his monoplane as a featured attraction, which proved so popular that when the circus left town Billy went along.

He did not stay with the circus long but settled in Frankfort, Ind., where he remained only a year. While there, according to The Herald, he flew

his monoplane using the 60 horse power radial motor which he had made in Grinnell but had not used. At Frankfort he met Max Lily, a famous aviator, and spent the winter of 1911 with him in Florida taking flying lessons. They returned to Chicago together in the spring of 1912 and Robinson taught for some time in Lily's school. Then he became associated as a partner with the National Aeroplane company, a manufacturing concern in Chicago and was with them until he returned to Grinnell in December of 1913. He stopped here on his way to Kansas City to start his own aeroplane company. Grinnell business men became interested in the venture and persuaded Billy to stay in Grinnell to found the Grinnell Aeroplane company and a school for training pilots. Stock was issued and subscribed for generously around the square. A stock certificate in Professor Gale's possession is signed by E. B. Brande as president and H. L. Beyer as secretary.

He built his hangar on Eleventh avenue a short distance west of West street, or No.

146, and had his shop on the south side of Commercial street in the building previously used by the Blue Line dray office. He had a monoplane in 1914 and also built the biplane in which he met his death. Billy loved to fly and his plane was a familiar sight over Grinnell and nearby towns. At one time, in 1914, he flew at the Iowa State Fair as a special attraction.

Then on Saturday, Oct. 17, 1914 came the day of his greatest glory, when he set a new American record for continuous flight and also became the second aviator to carry the United States mail. Sponsored by the Des Moines Capital and the Des Moines Tribune he took off from Des Moines that morning at 10:56 bound for Chicago on a non-stop flight. By authority of the government he carried a package of letters from Des Moines and Grinnell. In approximately forty minutes he covered the distance from Des Moines to Grinnell As he passed over Grinnell the whistles blew and people crowded to the roofs of buildings to wave him on his way. At 12:57 p.m. he was sight-

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ed at Rochester and he was over Clinton at 1:30. He was reported over Sycamore, about thirty miles west of Chicago, at 2:35. Then the clouds closed in so low that he dared not fly below them, and fearing that he might overshoot Chicago and wind up in Lake Michigan he landed at Kentland, Ind., about eighty miles southeast of Chicago at 3:40 p.m. His gasoline supply was too low to venture further.

He was in the air a total of four hours and forty-four minutes and had traveled approximately 390 miles, exceeding the American record by one hundred and twenty five miles. He flew at an average rate of eighty miles an hour which in those days was a spectacular feat.

This feat brought Robinson, and incidentally Grinnell, wide acclaim. While there seems to be no official recognition of this record it was generally accepted and Billy became famous almost overnight.

On Sept. 24, 1918, on the occasion of the dedication of the memorial for Billy Robinson, a local cachet was made and used

on the mail commemorating Billy as the second authorized carrier of mail by air. At that time local philatelists tried to verify this claim with the post-office department through the cooperation of Postmaster A. M. Burton. A letter received from the department states that Billy's claim "is about as good as any others. There were many informal attempts to carry mail prior to this but none on an authorized basis and none of so great a distance."

In its issue of Dec. 28, 1915, The Grinnell Herald published a picture of Billy delivering a 2-pound sample of "Sam Nelson, Jr., Company's" Amber Rice popcorn to Eugene Hardy, "The Popcorn King" in Iowa City. He flew the distance of 65 miles in 46 minutes.

Then came the tragedy, and oblivion. It is fitting, at the time of this centennial celebration, to summarize a chapter in Grinnell history which carried with it a flavor of high romance and adventure.

Billy lived at the corner of Eighth avenue and Park street, across the street north from the

new St. John Lutheran church, in a little brick house which many Grinnell people will remember. The site is now occupied by the new Charles Lindhorst home.

Grinnell, Iowa

Official Population—

1950 Census6,828

Altitude1015 feet

Land Area1½ sq. miles
1440 Acres

Average Rainfall37.40 in.

Average Temperature49.1

45 Happy Years

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For 52 of Grinnell's 100 Years . . .

McNallys' Market

- A Main Street Landmark -

**We congratulate Grinnell on its
100th birthday.**



Fifty-two years ago this fall, when Main Street was just a dirt street (and often mud), C. L. (Chris) McNally first opened McNallys' market at 915 Main Street, present site of the Firestone store. In 1923, the business moved into the south half of the present location at 907 Main Street.

Further expansion was accomplished in 1948 with the purchase of the Mullins Building. At that time the store was completely

remodeled, making the present super market. Ed and Jim McNally, present owners of McNallys', purchased the business from their father in 1947.

McNallys' was founded on the principle of quality products at the best price possible. As it was in 1902, this motto still remains today. We will not sacrifice quality for price and will earnestly strive to give our customers the best buys for their food dollar.



Ed McNally — Founder C. L. McNally — Jim McNally
Photo Taken At 50th Anniversary Celebration, 1952



McNALLYS' SUPER-VALU

**HOME OF FRESH DRESSED, CORN-FED NATIVE BEEF
PROCESSED IN OUR OWN PLANT**

DISASTERS.....

Cyclone Strikes

Grinnell June 17, 1882

Fire Levels Business

Blocks June 12, 1889



June has been a fateful month in the history of Grinnell, because the two great calamities which have befallen it occurred during that month. They came less than a week apart, but in different years. They were the cyclone of June 17, 1882 and the great fire of June 12, 1889.

The cyclone came just at the close of a day of oppressive heat. It was during the college commencement season. As evening approached the sky took on an angry, coppery hue, from which emerged the deadly funnel shaped cloud. It entered Grinnell from the west, swept a narrow semi-circular route, destroying everything in its path, including the two college buildings and went on as far as Malcom, where it blew a freight train off the track and did some other damage.

However, the great scene of destruction and loss of life was in Grinnell itself. Houses crumbled like matchwood and people were snatched up and carried for long distances. The wind was followed by a pouring rain as the survivors rallied in the pitchy blackness to confront the emergency which had come upon them. Survivors have left accurate accounts of the horrors of that night.

The issue of The Grinnell Herald of June 20 lists 39 dead and many seriously injured and a long list of homes destroyed or carried away. Mr. Grinnell later set the death list at one hundred

in round numbers. The property loss was incalculable and the thriving little town sustained a stunning blow.

Mr. Grinnell was speaking in Atlantic that night and when word reached him he made a tortured journey home by train, not knowing until he reached Des Moines whether the members of his family had escaped.

He instantly took charge of the work of reconstruction. The heart of the nation had been touched by the calamity and help poured in. Mr. Grinnell immediately called on his wealthy friends in the east and through his own unaided efforts brought in checks for \$40,000 of the approximately \$150,000 contributed in money, while material gifts were unstinted. New buildings arose on the college campus. Alumni hall was the first, to be followed in short order by Blair and Goodnow halls and better homes arose to take the places of those which had been blown away. The business section had been spared but the destruction in the residence part of town where the cyclone had spent its full fury, was complete.

Noteworthy in this tragic episode in Grinnell's history was the manner in which the town rose up to meet the disaster. Grinnell buried its dead, cared for the injured, cleared away the debris and went ahead. Out of what had appeared disaster emerged a better town.

The same can be said of the aftermath of the fire, which destroyed the best part of Grinnell's business section. The blaze started at noon in the cupola of the F. G. Treat & Co. elevator on the Rock Island tracks between Main and Broad streets, and, driven by the wind, was soon beyond control. In less than three hours a solid block of the business section, bounded on the south by Commercial street, on the east by Broad street, on the west by Main street and on the north by Fourth avenue, was in ruins. Every building was destroyed. The estimated loss was \$130,000 with insurance of \$70,000.

Driven by a southwest wind, flames swept east along Commercial street, destroying the buildings in its path, including among others the Grinnell Herald office, the postoffice and the Andy McIntosh store. Then just as rapidly, it spread throughout the entire block, but the efforts of the fire fighters kept it from jumping Fourth avenue. If it had, nothing could have stopped it from spreading north to Sixth avenue.

The Broad street merchants had time to move their goods and a variegated assortment of merchandise was assembled in the city park across the street.

The desperate fire fighters got a "break" when the wind shifted until it was coming straight from the west, blowing the flames over toward the unoc-

cupied stretches of the park. Largely through this timely intervention of Nature, the fire was finally controlled, but not until the best part of the town's business had been destroyed.

The reaction on the part of the businessmen was instant. Nobody was quitting. Stores opened up in every sort of a temporary structure that could be devised. The disaster lacked

the tragic appeal of the cyclone, but nevertheless Grinnell went right ahead and the buildings which were erected as replacements were far better than those which had been destroyed. It took more than a fire to lick Grinnell.

In its report of the fire The Grinnell Herald listed 54 business houses burned out and announced that already 34 of them

had been housed in new locations.

The temper of the town is given in the following quotation from The Herald: "We never do things in halfway fashion. When we have a cyclone we have a good one, and when we have a bonfire we pile up enough stuff to let the surrounding country know we are celebrating."



View of Fire Gutted Area In 1889 Looking Northeast From Intersection of Rock Island Tracks and Main Street.

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— 34 / 35 —

— 34 / 35 —

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— 34 / 35 —

— 34 / 35 —

— 34 / 35 —

— 34 / 35 —

FRONTIER INCIDENTS

Life in a frontier community was not without its unusual and exciting incidents, several of which are recorded in J. B. Grinnell's autobiography, from which these reports have been rewritten.

The First Law Suit

Perhaps the most unusual of these is the report of Grinnell's first law suit, which involved Amos Bixby, one of the earliest settlers who lived about where the S. A. Cravath home on south Park street was located. The trouble arose when the stage driver who then served the infant community elected to leave the road in favor of a short cut across Mr. Bixby's field of growing wheat. Bixby reacted violently but the stage driver was equally determined, "showing his gun in warlike demonstration". Finally Bixby took down his trusty rifle and when the stage driver started to drive through the field, after throwing down the fence as usual, Bixby sent a bullet through the heart of the lead horse, "so far worn out that his sudden 'taking off' was not a great pecuniary loss." A fresh horse was secured but thereafter the stage drivers left Bixby's field severely alone.

Out of this circumstance the law suit developed. "The great United States mail had been stopped", writes Mr. Grinnell, "a horse had been shot and, inspired by prejudice and accompanying whiskey, it was not hard to stir up indignation against abolitionists."

When the day of the trial arrived there was great excitement. Bixby was defended by E. W. Eastman of Eldora, later lieutenant governor. Bixby addressed the court in his own defense, a procedure which would hardly be followed in these days, and stated his case in an "earnest thrilling speech", which the autobiography quotes as follows:

"Gentlemen of the jury: I am the guilty man, if there is one. I did the shooting, and what would you farmers have done? I am one of you; my growing

wheat was the bread for my family, which the cattle let in were destroying. Had I not a right to my own land and crops which my own hard labor had raised? Then, gentlemen, the ruffians, on my own soil, raised a stake to strike me and pointed a gun at me in a threat. Was I to endure this? No. I had no enmity toward the driver and would not harm him, and I chose the most effective way of reaching the company to turn back the trespassers, by dropping an old horse about ready to die. My crop was saved by the best method of defense within my reach. I followed my convictions of right and am ready to suffer if guilty of any wrong. Gentlemen, you, with the spirit of men, would have defended your property. I had no other certain remedy. I would do so again and now am not afraid of your verdict."

After this eloquent plea, the result was a foregone conclusion. The judge, Mr. Stone, later governor, gave a favorable charge, "asserting", writes Mr. Grinnell, "that the right to defend property, without malice, was unquestioned." Bixby was acquitted.

Trouble With The Mail

The United States mail also figured in another unusual incident. In those days, the mail was brought from the Sugar Creek postoffice, four miles away and Mr. Grinnell makes quite a point of the explanation that under Franklin Pierce, a pro-slavery president, an abolitionist community had little chance to secure a postoffice of its own. On one occasion John B. Woodward, postrider for the day, lost a large remittance which, with other mail, was jostled from his pocket. He did not discover the loss until he reached home and, scandalized, he retraced his steps. He discovered some hogs in a grove near by the road tearing newspapers into pieces. Hurring to the spot, he loacted the valuable letter "in the jaws of a fleet

and maternal porker, which he managed to run down and force to drop the prize, bringing it back exultingly, in a mutilated but negotiable condition, on which he was advised to explain on writing to the bank 'Snatched by an abolitionist from the swine on account of this paternal pro-slavery government not giving us a postoffice.'"

It is a good bet that this last quotation was supplied by J. B. Grinnell.

A Rattlesnake Sermon

Then there was the rattlesnake incident. Early one Sunday morning a large, yellow rattlesnake was discovered coiled in front of the door of the Long Home, much to the dismay of one of the lady settlers. Mr. Grinnell was on the spot as usual and having, he writes, "a taste for the safe study of natural history, prevented the dispatch of the snake and teased it with a stick at a safe distance" The study continued until church time approached when the snake was dispatched. Mr. Grinnell used the incident as the theme for an impromptu sermon. The text was, "Now the serpent was more subtle than any beast of the field." Apparently the sermon created quite a sensation and was widely quoted.

Plenty Of Hams

There was also the time when Mr. Grinnell laid in a supply of pork hams for the winter. The offer was made and Grinnell bought the whole offering for two cents a pound. There was a string of wagon loads but the price was so cheap that there was no objection on the grounds of quantity. As a result, the evening diversion of the colony for weeks was running salt into the hams to preserve them. Mr. Grinnell sagely remarks in this connection, that he "learned the best recipe for keeping hams in the summer was to eat them in the spring."

A Flyer In Apples

He also made a disastrous venture in apples. With a New

Englander's remembrance of apples for cider or stored in the cellar for eating, he invested largely in the native product, which was crab apples, paying 50 cents a bushel for them. He stored them in a huge pit but soon found that crab apples did not compare with the New England product and never bought any more of them.

Solvent But Crazy

He also ordered four bushels of apple seeds from New York. The seed house wrote back to a nearby postoffice to ask if Grinnell was in his right mind. The answer was returned, Safe to send the seed, but man a little crazy." Grinnell had the seeds frozen in sand and then planted in a nursery, offering seedlings free to all who wanted them. Only a small fraction of them made hardy trees but Mr. Grinnell writes, "I find an antidote to that derision in seeing trees laden with fruit and accepting frequent invitations, as I passed, to eat freely of the fruit and take a basket home."

This episode gave Mr. Grinnell a reputation as an amateur fruit grower and later led to his election as president of the

Iowa Horticultural society.

The First Fourth

For Grinnell's first Fourth of July celebration in 1854 a 300 mile trip to Chicago was taken, presumably by Mr. Grinnell, to bring back candy and lemons for the children, and powder. The settlers furnished the chickens and bread. There was an address by Dr. Sanford, an imported orator. There was a big dinner. Toasts and responses were given from a lumber wagon, followed, writes Mr. Grinnell, "by songs, cheers and the rolling drum." An incident reveals the spirit of the times. A roll-call revealed that more than twenty states were represented with some also from Canada, England and Scotland. Not an Irishman was present.

The First Cemetery

After much debate, the location for the first cemetery was chosen on the present site of Hazelwood, which takes its name from the fact that a clump of hazel brush was growing on the spot. Mr. Grinnell donated thirteen acres for the purpose. Landscaping was done by H. G. Little. The first burial was in 1856. It was that of Mrs. Jane

Patterson, mother of a large family. Her husband was a Scotch miner, living near the northwest grove. She was one of the charter members of the Congregational church. She died suddenly at her home and the whole community attended her burial service.

Mr. Grinnell writes, in his characteristic style: "Hundreds of funerals I have since attended there, but none was so solemn as the first, in the opening of the virgin breast of earth and a vision of the home none of us seek, but must all ere long inhabit. I visit it today to read lessons nowhere else learned of change, decay, families dispersed; there are the tributes of grief in cold marble and, like the sable garments of the sorrowing, the swaying evergreens and moaning pines, even more sombre in winter, and suggestive in the aeolian strains which the bleak winds ever inspire, but never to lull in forgetfulness for the dear ones who have charmed the households, and our companions who had feebly leaned on the staff of honored age."

The Church Bell

Grinnell had a church bell



The oldest trucking firm in Poweshiek County, and probably one of the oldest farm-to-market trucking concerns in the state, Halstead Bros. Trucking Co. was founded in 1929 by Len Halstead.

Pioneering in the long-distance hauling of livestock by motor truck, Len took what is believed to be the first load of livestock to be trucked from Central Iowa to Chicago in 1931. The 300 mile trip took 18 hours.

Livestock in that first trip was owned by Farmers Cooperative of Grinnell. They saw the advantages of truck transportation and soon, Len's long-distance livestock hauling by motor truck became a reality.

Semi-trailers entered the Halstead picture as early as 1935 when Len bought a 20 foot GMC. The firm has always specialized in live-

stock hauling.

Len has four sons, all of whom were associated with him in the business at one time or another. Operating continuously since 1929, the firm was purchased by two of the sons, Kenneth and Keith, from their father when he retired in 1950. Since that time, the firm has operated under the name of Halstead Brothers Trucking Company.

Recently, Halstead Brothers were awarded first prize in the Chicago livestock farmers and truckers safety campaign for shipments traveling a distance of 176 to 250 miles to Chicago. The award was recognition of the part the firm played in insuring the fine condition of livestock arriving at the Chicago market.

Halstead Brothers stress safety and courtesy among their drivers at all times.

HALSTEAD BROS. TRUCKING CO.

1015 Penrose Street

Phone 755

even before it had a church. It was a real Meneley of C tone, weighing a thousand pounds and costing a few hundred dollars. Mr. Grinnell counted it "an investment by indirection, better than a wide spread of ink as an advertisement." . . . "It could not mean a fire alarm, for there were no dry houses to burn, nor did it toll for a funeral, for a robust people were said to be too busy to die or think of it".

For two years, until it was finally placed in the tower of the new school house, the bell served a good use to set the course for belated travelers lost at night on the prairie and is said to have once saved the life of a prominent citizen lost in a blizzard. After 25 years the bell was melted in the fire which destroyed the school house. Its loss inspired the following poetic obituary by Rev. J. H. Kasson:

The Old Bell

"Farewell, farewell,
O voiceless bell!
And art thou but a cindered
mass,
A shapeless thing of molten
brass?
Why feel I yet thy power
At flush of morn or evening
hour?
Why steal those echoes soft and
clear
That linger on my ravished ear,
As if thou still hadst power to
stir
My spirit from thy sepulchre?
Thou art become historic now!
They glorious exit shall endow
Thee with a lustre all thine own;
Others may ring with deeper
tone,
But to our people thou art eld-
est born,
A star in all the beauty of our
morn;
For when the Fathers first these
prairies trod
Thou camest like a messenger
from God;
More precious, as the priceless
boon
Of him who sent to search the
frozen zone
For Franklin's fated band, his
name, his place
Among the benefactors of the
race.
Daughter of music! on the Sab-
bath air
Thy notes descended, like the
soft refrain
Of some angelic strain,
Gently persuading to the House
of Prayer,

So like a voice of Love,
No other bell
Can make the heart with rap-
ture swell
Like thee, celestial Herald of
Grinnell.

The reference to him who searched the frozen zone is to Henry Grinnell of New York, who donated the bell to the colony.

Grinnell Entertains

In 1856, with the railroad still 65 miles away, Grinnell invited and entertained the State Association of Congregational churches: an unprecedented feat for so small a community. Every resident offered to sleep on the floor to give beds to the guests who were forced to endure the discomforts of a long wagon ride to reach the scene of the meeting. The spirit of the time is indicated by an incident involving a Dr. Tappan, one of the speakers. A summer storm of rain, thunder and lightning blew up while Dr. Tappan was speaking and the congregation scattered, leaving only about twenty to hear the speaker. But Dr. Tappan refused to be dismayed. "I came fifteen hundred miles to give this sermon", he said, "and no rain or thunder, nothing short of a lightning stroke, is to stop me,"

And deliver it he did, much to the discomfort of his audience, who couldn't hear a word above the storm.

That is the stuff of which the pioneers were made.

Naming of Grinnell Grade School Buildings

DAVIS — Named for Lizzie
and Edna Davis, two much
beloved teachers in old
"South School".

PARKER—After Prof. L. F.
Parker of the college
faculty.

COOPER — After Col. Sam-
uel F. Cooper, prominent
citizen for many years.

A Letter To A Pioneer—

Grinnell's First Merchant Carries Message

★ ★

Mrs. Hamlin writes to hus-
band in Grinnell colony, 1854.

Miss Emma Beebe, a grand-
daughter, has just sent to the
museum a cherished letter from
her grandmother, Mrs. Homer
Hamlin, to her grandfather, then
with the pioneering husbands
founding the colony to be
known as Grinnell. Mrs. Hamlin
and two small daughters was
with her parents in Elyria, Ohio
during the interim.

Elyria, Ohio, August 16, 1854
"My very dear H--,

Mr. and Mrs. Scott start to-
morrow morning and I am send-
ing this note by them, although
I have just dispatched a long
letter to you. . . The babies are
out riding this afternoon with
Grandpa. . . Pa thinks that on
the whole he would prefer to
purchase on the Mississippi or
Missouri rivers, for himself, and
if it cannot be done before, will
wait to arrange the matter when
you come home. . . I hope you
will, if it is safe, return soon, as
we ought to go on by October. .

"I have told you in my other
letter that I committed the
blunder of reading to Mrs. Scott
the profound secret of your get-
ting up a new colony before I
had read your injunction to the
end. Let me know soon in re-
gard to future arrangements. . ."

The letter contains affectionate
personal messages, with concern
as to his health, and warning
of outbreaks of cholera in many
Ohio towns and points west.

Anor Scott was bringing his
wife back to the colony where
they were to operate the new
store built by J. B. Grinnell.
Mrs. Scott, in an article pub-
lished in the Proceedings of the
First Old Settlers Association in
Grinnell, tells of her visit with
Mrs. Hamlin in Elyria, which
resulted in their coming to the
Grinnell colony. The babies
mentioned were Miss Beebe's
mother and aunt. Many pro-
spective settlers were skeptical
of the barren prairie location.
J. B. Grinnell had been admon-
ished by the railroad officials to
say nothing of his plans for
building a town until all ar-
rangements were completed.

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Buttermaker

BROOKLYN, IOWA — PHONE 79

CHRONOLOGICAL RECORD OF BUILDING AND INDUSTRY

(By Ross Coutts)
Industries

1856: Morrison Glove Factory, Sixth avenue and State street; Second and Main, Fourth avenue, Commercial street 1889, Broad street 1895-96; Beaton & Williams furniture factory, Fifth and State; Clark's mill, grist mill, near Fifth and State; John Hays' blacksmith shop in part of Long Home (first blacksmith); Anor Scott, first store, Broad between Second and Third avenues; Bliss store, second store, Broad between First and Second avenues; Holyoke drug store and bank, Fourth and Main.

1859: Morrison tannery, West First avenue north of cemetery.

1876: H. W. Spaulding cart shop and blacksmithing, Main street; Randolph Header Works; barbed wire factory, Main between Second and Third avenues; Brunder's Mill, Fifth and State; Crosby's Mill, Third and Main; Dodge's Flour Mill, Second between Park and State; Brown's brick yard, West between Ninth and Tenth, west side; Hobart's brick yard, north Summer street; Chapman's brick yard, Third avenue, just west of Jack Preston residence; McHose brick yard south of town on 146; Grinnell Brick & Tile Co., same location as McHose but on railroad.

College Buildings

East College, 42 x 70 feet, three stories and basement, finished 1861, burned 1871; Ladies Boarding Hall, built 1865; West College, 42 x 80 feet, three stories, brick, built 1867, destroyed by cyclone; Central College, 50 x 95 feet, three stories and basement, built in 1872, destroyed by cyclone. Alumni Hall 1882; Blair Hall 1882; Chicago Hall 1882; Goodnow Hall 1883; Mears Cottage 1888, addition 1903; Ladies Gymnasium 1897; burned down Nov. 24, 1939; Men's Gymnasium 1899; Heating Plant 1909; Quadrangle (girls' dorms) 1914-1915; Alumni Recitation Hall 1916; Men's Dormitories 1917; Cowles Hall 1943; Darby Field House 1943. (Loose Hall of Quadrangle, Younker Hall of men's dorms and Science building recent additions).

RECOLLECTIONS

By E. E. Bump

Who will remember the "Big Rock" and Johnnie Moline? This boulder was a landmark in our day, located at the intersection of the road to Kellogg at the Rock Creek Twp., line. It was presumed to have been dropped from the Ice-age glacier which planed the vast area known as the Prairie States.

Johnnie Moline comes into it in this way, that he was the man who cut up this boulder. Johnnie was our Scandinavian stone worker and cutting up this boulder into building blocks was a prodigious task. Holes for blasting had to be drilled by hand, using a bar about 6' long with especially shaped and tempered points. It would take Johnnie six to eight hours to drill a single hole, dropping and rotating the bar a quarter turn at each stroke.

That this boulder was enormous is evidenced by the fact that enough blocks were produced to make the granite foundation for Moses Robbins' new home at 1402 (maybe 1302) West Street. So if you want to see "Big Rock" drive past 1402 and look at the foundation.

Who will remember the Great Grinnell Fourth of July Celebration in which each of the merchants had floats? That was really a parade. I remember the blacksmith, am not sure whether it was Uriah Vanderveer or Jimmie Skeels, with smoking forge on his float and making his anvil ring.

The Bump Markets had a float on which Uncle Hale had mounted a pseudo-sausage grinder. He had prepared hundreds of short sections of bologna sausages and had borrowed from his mother-in-law, Mrs. Patrick, a litter of puppies. One of these puppies would be fed into the machine (with blood-curdling yelps and whimpers from the puppy), the handle turned to supposedly grind up the puppy, and out would come a section of bologna which Uncle Hale tossed out to the

crowd. It was a riot.

The \$500,000.00 Fiesta de San Jacinto parade, held here in San Antonio each year, had nothing on that Grinnell parade and I hope it will sometime be repeated.

Who will remember the Merchant's Club, with rooms over the Merchants National Bank (now the City Hall)? Dave Norris, Dave Vanderveer, H. G. Works, Lewis Cass, John Goodfellow, Dr. Jimmie Lewis and others were members.

Who will remember Mr. Beard, the Engineer brought in from Ames, to run the lines and grades for the paving of Grinnell streets? I was assistant in running these lines and grades and had my first experience with transit and level, experience which proved so valuable to me when I much later got into construction and construction engineering. (My real forte, if any).

Who will remember the hot summer day when the heat had so softened the paving topping that it crept or slumped each way to the intersection of Fourth and Elm, forming a bad hump there? Some one came into the City Offices and complained to Mayor Dan White and City Clerk Gus Harriman, and when they protested that it wasn't dangerous unless one was driving too fast, were dared to ride over it at 20 miles per hour.

Well, Dan and Gus took the dare and got into the back seat of the car. When the car went over the hump it threw Dan against the wooden bow on which car tops were then framed and cut quite a gash in his head. No further argument.

I could tell you a couple of factual stories about actual happenings in Grinnell which are 'screams', but as they might be considered not quite delicate, will refrain. If anyone wants to hear them it will cost them a 3c stamp. Nothing the postal authorities would take exception to I assure you.—E. E. Bump

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Business
Ottumwa, Iowa

Life and Estate Problems

Ottumwa, Iowa

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Ottumwa, Iowa

Ottumwa, Iowa

Potter Writes Of Grinnell In Early Days

★ ★ ★

Interesting bits of information on the early history of Grinnell, particularly in connection with Anor Scott's first store, have been supplied by former Grinnellian Ed R. Potter, 87, who now lives in Los Angeles, Calif.

Here are parts of the Potter letter:

"My father, E. R. Potter and my mother came in January, 1865, to Grinnell, then the end of the Rock Island R. R. My uncle Anor Scott had opened the first general store in Grinnell and had interested my parents in coming to go in the business. They came from Hillsdale, Mich.

"A business partnership with a Mr. Chatterton was formed, known as Scott, Potter and Chatterton. Uncle Scott had built a small store on Broad street opposite the park. The new firm built a two-story building on Broad street in the next block north where later Rapson and Moyle in a new building had a grocery store.

"My parents lived in the rooms above the store where later on Gertie Lackey had the well known ice cream parlor.

"Here it was that Dr. Sears ushered me into the world in 1867. By the way the town of Searsboro derived its name from Dr R. E. Sears.

"My father writes in his diary. The first mail train arrived in Grinnell Aug. 14, 1865. At this time the Rock Island was built to Skunk river where they had water for the engine.

"The first marriage in Grinnell was when Henry Hill married Miss Harris, an aunt of Dr. Clint Harris who likely can give you early information.

"The Grinnell Herald came into the Potter family upon the first edition and still comes, and is filled with interest although most of my acquaintances have passed on—Very Respectfully, Ed R. Potter."

GRINNELL — 1854



Grinnell In 1854 Consisted Of
The Long Home (right), Anor Scott's
Store, The Pioneer Bell and the
Liberty Pole.

GRINNELL CENTENNIAL

THE LONG HOME

With certitude a century has laid
Its mark of progress on once virgin mold
That knew no farmer's plow or sorrow's tear
Or deeper trace than made by sun and cold.

They chose this site, this gently rolling grade
Between the rivers to the east and west;
Lonely and lovely in its naked wild,
And time has proved their judgment was the best.

They bought the untamed acres, marked the plots;
They hauled green lumber from a distant mill,
Defied the savage fury of the plain
To shape and build a common domicile.

Land Office, Hostel, Council Room and Church—
The Long Home, born of travail, prayers and toil,
Rose by the elements within themselves
Akin to adamant rock and soil.

Some laughed, called it the Ark, Grinnell's Tavern,
Prairie Canal-Boat; humor had its day.
Still undeterred, a bell and flag were raised
To guide belated travelers on their way.

Now on this greening plain where they had watched
The mystic door swing wide on death and birth,
The Long Home lives again, remembering
The cherished past of sentiment and worth.

Pause by this house, linger awhile within,
Reflect upon this heritage; re-dream
The age-old dreams that here were launched upon
The shimmering flood of Time's historic stream.

Edna Bacon Morrison

Rights reserved.

Gamble's

Keith Gregory, Mgr.

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Coronado Appliances — Crest Tires —

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- Washing - Greasing
- Tires - Batteries

6th and Main

Phone 540

Centennial Congratulations



FUDGE'S PRODUCE

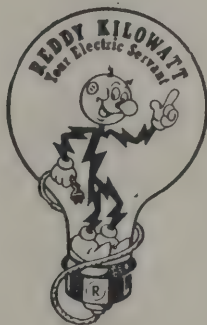
Grinnell

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**Poultry - Eggs - Cream
Ames - Bolson's - Gooch's
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Mrs. R. Holland	Mrs. Gladys Allen
Mrs. Wm. McDowell	Mrs. Geo. Shellhart
Mrs. C. Snider	Mr. Wavern McDowell
Mrs. H. Gerrard	Mr. Preston Shaw



The Growth Of A Service

PARALLELS

The Growth Of A City

1854 Grinnell founded.

1888 First plant established in Grinnell.

1924 Iowa Southern enters electric service field in Grinnell.

As Grinnell begins its second Century of Progress, Iowa Southern will be planning for the future with two mighty servants of home and industry; electricity and natural gas.

IOWA SOUTHERN UTILITIES COMPANY

Commerce, Industry Thrive

It is a matter of general record and knowledge that the first business establishment in Grinnell was Anor Scott's general store, which supplied the needs of the infant community during its earliest years. Grinnell business grew from there.

As was to be expected in a pioneer village, the first industries were designed to meet the primitive needs of the settlers. These necessities, to quote from an article in the Diamond Jubilee issue of The Grinnell Herald, were "water, wood for shelter and fuel, and food." As to water, it is significant that the founders dug a well at the same time the Long Home was built. In order to meet the need for wood, J. B. Grinnell offered premium rates for saw mills to locate in or near his settlement. Mills were soon established in nearby groves to supply the need. James F. Bailey established near the present site of the Iowa theatre his famous horse-power mill which broke down while sawing the second board; "the first business failure in Grinnell", states the article quaintly. James and his brother John, however, undiscouraged by this mishap, purchased a steam engine in Muscatine, transported it with great difficulty to Grinnell and established a new mill in Block 4, Bailey addition. This served the community for many years as a combined saw and grist mill.

As the native lumber was mostly oak, Levi P. Marsh did considerable hauling of pine and other kinds of lumber from Muscatine and soon began to keep some lumber for sale. This was the beginning of the lumber industry in Grinnell. When the railroad reached Grinnell Mr. Marsh sold his stock to C. Carmichael, who operated the business for a few years. Charles Hobart started a yard near the close of the Civil War and at about the same time Charles Craver, with J. M. Wells and

Alonzo Steele started another yard which was continued until Craver and Steele transferred their attention to the manufacture of the Randolph Header for harvesting grain.

In 1856 Beaton and Williams started a "furniture factory" in a building near the present location of the United Presbyterian church. Near the "factory" J. M. Ladd set up a carpenter shop to make the doors and sash used in the houses of the growing town.

To process the conversion of products of the soil into food, as the Baileys did in their new mill, T. B. Clark in 1856, bought a site for a mill on the south side of a slough east of the United Presbyterian church site and operated it successfully until the arrival of the railroad put him out of business.

A blacksmith was another "must" and John Hays seems to have been the first in that field. He is said to have had his shop for a time in the Long Home. Soon after D. F. and Sam Hays started a shop on south Main street. Many others served the community in this capacity. Although it has largely disappeared in these days of automobiles, blacksmithing was then a highly essential occupation.

Hotels came next. The Long Home was really Grinnell's first hotel as it served as a shelter for settlers who did not have a place to lay their heads. The second house erected in Grinnell was a combined store and lodging house. A little later a more permanent hotel was erected on Main street between Fourth and Fifth avenues. This was known, as the ownership changed, as the Chambers, the Meicer and in the seventies as the Hawkeye house. In the south part of town were the Reed house and a hotel which was known as the Grinnell house after it was moved to a location on Main street between Third

and Fourth avenues. In the early seventies George M. Christian managed this hotel until he purchased the Snyder house by the Rock Island tracks in 1875 and changed the name to The Chapin.

Although records are incomplete, The Herald article states that in 1856 Anor Scott moved his store to a location on Broad street between Second and Third avenues. At about the same time Mr. Bliss opened a store on Broad street between First and Second avenues. Later Mr. Cooper became associated with him. These two general stores supplied the needs of Grinnell until the coming of the railroad.

About 1856, Dr. Thomas Holyoke opened Grinnell's first drug store on what is now the Preston corner. His brother was in charge for a time and later Charles H. Spencer became manager. This firm is of peculiar interest because its founding marks the beginning of banking in Grinnell. First it was a sort of exchange office. No deposits were accepted but funds were kept in Chicago against which drafts and letters of credit were issued. Later a banking firm known as the Thomas Holyoke Company was organized and up to the time of the establishment of the First National bank in 1866, did all the banking business for the settlement.

On the agricultural side it might be noted that Daniel and Joseph Satchell brought the first sheep to the county in 1844 and other farmers also raised sheep, their flocks numbering in some cases as high as 700 animals. Mr. Grinnell's wool barn met a real need of the community as well as serving as a station for his underground railroad for escaping slaves. As early as 1858 J. B. Grinnell introduced the Devonshire breed of cattle and about 1868 Alonzo Steele and the Blakely brothers, A. J. and Sheldon, were raising Shorthorns.

After 1870, Herefords, Holsteins, Polled Angus and Jerseys were introduced in the order named.

Grinnell's manufacturing industry started with the arrival of F. W. Morrison, who in 1856 erected a small house on the corner of Sixth avenue and State street and started to manufacture leather, another needed article. He put in vats north of the Clark mill and was soon tanning everything from glove leather to sole leather. In 1859 a tannery was erected just west of town which remained for a great many years. Mr. Morrison early began the manufacture of gloves, particularly goat skin gloves. He made an honest glove and the business grew. At the time of Mr. Morrison's death in 1876, the business had outgrown his kitchen and home and occupied half of the Deacon Whitcomb harness shop on Fourth avenue. The business developed by his son, D. S. Morrison, and B. J. Ricker, grew into an important industry selling gloves on a nationwide scale. It was the nucleus of the Morrison-Shults Manufacturing company of today which operates in close

cooperation with the Lannom Manufacturing company, brought to Grinnell by the late G. S. Lannom.

Before the Spaulding Manufacturing Company grew to prominence, Grinnell's most important industry was the Randolph Header works, established during the seventies by Carver, Steele & Austin. The plant, according to an article on early Grinnell by Ross Coutts, was located between West and Pearl streets and between the Rock Island tracks and Fourth avenue. It grew to be Grinnell's largest industry, employing many men and selling headers in every grain-growing country in the world. When the works were moved to Harvey, Ill., in 1890, the Spaulding Manufacturing Co. took over the plant.

The Grinnell Washing Machine company flourished for a time but died during the depression. Other Grinnell factories of today are the Grinnell shoe factory, also a Lannom project, the DeLong jacket factory and the Ahrens Manufacturing company, makers playground equipment, the Donaldson Man-

ufacturing Company, on the old fairgrounds, Cornland Plant Foods Co. in the former canning factory, along with other smaller enterprises. The recent purchase and improvement of factory sites by the Rock Island railroad along its right of way east of town, gives promise of further industrial development.

Grinnell has become the center of a thriving seed corn industry with DeKalb and Cargill plants in full operation and employing hundreds of people during the detasseling season. Cargill owns the modern plant built and formerly occupied by Claude Ahrens and DeKalb is now completing its own new plant at the corner of Sixth avenue and Penrose street; the old Snow's corner where college swains used to take their girls to sit on the stile and look at the moon.

From the Anor Scott store Grinnell business has developed slowly but surely, until its buying public are now served by the well equipped and up to date stores of today. Much progress has been made from these humble beginnings and the end is not yet.

Centennial Congratulations

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AGRICULTURAL ASSOCIATION

Stan Jorgensen, Manager

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SEED CORN AND DeKALB CHIX**

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58 Years Young

Founded in Searsboro in 1896 by Harry Ritter, Sr., Ritter's Hardware was moved to Grinnell in 1904 and is among the oldest business institutions serving the Grinnell trading area. During all these years, Ritter's Hardware has pursued a policy of always providing the best quality merchandise at the lowest cost. As the community has grown, so also has Ritter's Hardware grown. Quality merchandise from our store has been used by many families throughout the area, with some families trading here thru several generations.

Today, Ritter's Hardware is under the active management of Frank and Bill Ritter, sons of the founder. Featuring the best lines in plumbing, heating and hardware, coupled with the famous General Electric appliances, Ritter's Hardware has been able to continue the policies of the store — that is, to provide the best quality merchandise at the lowest possible price.

You can buy with confidence at Ritter's Hardware, where nationally advertised merchandise is featured and the firm roots of 58 years in this community are your recommendation. We join in saluting Grinnell on this, their Centennial Celebration.

Centennial Greetings from the Ritter's Hardware Staff

Frank Ritter

Bill Ritter

Jack Day

Harold Breese

Earl Ellsworth

James Hanson

Marvin Sisson

Mrs. Mary Lynch

Ward Schmidt

Ritter's Hardware

Plumbing - Heating - Appliances

General Electric Appliances — Shellane Bottled Gas

917 Main Street

Phone 245

Civil War Incident—

Shot From Ambush

Although the Grinnell community, with its abolitionist background was generally solid for the Union during the War between the States and gave freely of its young manhood for army service there existed an undercurrent of Secessionist feeling which led to one of the few murders in the history of this county.

A secret order of disloyalists, known as the Knights of the Golden Circle, had gained a considerable following in the state, particularly in Keokuk and Mahaska counties and the southwest corner of Poweshiek county. During the summer of 1864 members of the order, largely made up of settlers from the South, were still drilling more or less openly. They had expressed determination not to participate in a "nigger" war.

When three members of the Circle, called by the draft, failed to appear at the Provost Marshal's office in Grinnell, two soldiers home on temporary leave were dispatched to arrest them. According to Mr. Grinnell's autobiography their names were Captain J. M. Woodruff and John L. Bashore. Mr. Grinnell treats of the incident in some detail in his autobiography. On a Saturday, which was drill day for the Knights, the two men well armed, took a horse and buggy and drove 15 miles south into Sugar Creek township to serve their papers. The same evening Mr. Grinnell had a speaking appointment south of Lynnvile in hope of securing recruits to make up the enlistment quota from that section.

The two soldiers took dinner at the J. A. Craver home and were advised that part of a company had passed that way for drill. They decided that it was best to report the situation at headquarters and were directed by one Pat Gleason to follow a return route through a grove. While following this road they were fired upon from ambush from the rear and both were fatally wounded.

A courier from the Craver home, where the bodies were carried from the brush, brought the news to headquarters in Grinnell and martial law was

immediately proclaimed.

In the meantime, Mr. Grinnell had a narrow escape of his own. He relates: "Meantime, making my way home after dark, my horses, quick under the lash, were in a fright and I heard a shout, "It is him by G--d", and the lash soon brought me beyond the lurking assassins whose threats had come to me".

On reaching town, Mr. Grinnell was challenged by soldiers and refused permission to pass without an order from the provost marshal. On securing it he hastened to the scene of the

Seeks To Form New Town—

Jerusalem Now Part of Grinnell

Early Grinnell was not without its opposition.

In the Grinnell Museum appears a duplicate of the plat of a townsite which was laid out under the ambitious name of Jerusalem. J. B. Grinnell's ruling that no liquor was to be sold within the town limits of Grinnell seems to have inspired this early attempt at town building. Grinnell's neighbor, George H. Norris, who owned the land adjoining the original town site on the west, conceived the idea of a town where liquor would be an attraction and one of the early gifts to the museum was a land grant certificate issued by Mr. Norris for an eighty acre tract, a part of his larger land holdings.

The east limit of the proposed town, as shown by the plat, coincided with the present West street in Grinnell and it covered a tract of three and a fraction blocks running east and west and two and a fraction blocks from north to south. The street on the east border was known as East street (now West street in Grinnell) and there were three other north and south streets, named respectively Norris street, Hamlin street and Chamberlain street. The present Sixth avenue was the northern boundary and there were two other east and west streets, Fifth avenue and Commercial street.

The townsite occupied the northeast corner of a quarter section owned by Mr. Norris and the upper right corner of the plat is supposed to have been at the section corner.

murder and was just in time to prevent an infuriated mob from hanging Gleason to the rafters in his cabin. Gleason himself been wounded by a shot from the murdered soldiers, which broke his leg.

Gleason was tried, found guilty and sentenced to be hung, but the sentence was later commuted to life imprisonment at Fort Madison, where he died years afterward.

The real perpetrators of the shooting were never apprehended.

This is one of the little known episodes of that stormy time.

Accompanying the plat is the following formal statement: "George H. Norris, proprietor of the North-East (NE) One fourth (1/4) of Section Seventeen (17), Township Eighty (80) North, Range 16 West, in the County of Poweshiek, State of Iowa, does acknowledge that the within map of the town of Jerusalem, is a representation of said town as laid off in accordance with my wishes, on the North-east part of the above mentioned section.

"Witness my hand and seal this 17th day of September, 1855."

(Signed) George Norris."

The plat of the town of Jerusalem as Mr. Norris filed it on September 1, 1855, may be found in plat book "D" in the office of the county recorder. Norris's land grant to the property was dated March 3, 1854, eight days before J. B. Grinnell's first filing. On the date of filing, Sept. 17, Mr. Norris and his wife deeded the property to the town of Jerusalem and in October of 1856. Mr. and Mrs. Norris deeded at least part of it to one William Keep, otherwise unknown but who is supposed not to have been in harmony with the strict ideas of the Grinnell settlement.

The idea did not go over so well in the austere Puritan atmosphere characteristic of the early New England settlers and Jerusalem was never more than a paper town. The fact that it ever existed at all, however, is a matter of more than passing interest. It might be added that some unvacated lots created headaches for later abstracters,

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IMPLEMENT STORE

Sam Urfer

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G. L. (Les) Duke, Associate

"Protect What You Have"

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All Types Of Coverage
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Congratulations To Grinnell

on its

FIRST 100 YEARS



POWESHIEK COUNTY FARM BUREAU

"Voice of Organized Agriculture"

RAMSEY

INSURANCE AGENCY

First Floor

C. E. (Ed.) Ramsey

Owner, 1844 1st Street

in General Insurance

All Types of Coverage

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See List

Insurance Agency



First Floor

C. E. (Ed.) Ramsey

Owner, 1844 1st Street

in General Insurance

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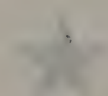
See List



Constitutions in General

See List

See List



POWER COUNTY FARM BUREAU

See List

CYCLONE

JUNE 17, 1882



Remains of a brick building at the college following the cyclone. View is southeast. "X" marks rooms where the literary society was holding a meeting when the storm struck. Two members were killed and others seriously injured in the wreckage.



Pictured are the remains of a business building on Main Street following the cyclone.



The storm played havoc with a Rock Island train east of town. Two members of the train crew were killed and sections of the tracks were torn up. It was noted however, that the Rock Island played an important part in bringing relief to Grinnell and in also refusing "to haul idle curiosity seekers from Des Moines and other points".



Another residence hit by the storm, unidentified by the photographer. The entire house was swept off its foundation and crashed into splinters a hundred feet away. Remains of one floor can be seen in the background. Note houses in distance untouched by the storm.

More Cyclone Damage

View of wreckage of Old Spencer house and barn. Note greenhouse in foreground, which escaped destruction.



1985170



Remains of a residence in which four people lost their lives during the devastating cyclone.



Pictured is residence of Mr. Graham, flattened in the storm. View is northeast.



Pictured is scattered debris at the college, looking southeast. When the photo was taken, workers were still searching the debris for bodies of the dead and injured, while friends and relatives anxiously awaited word.

Grinnell Files For Land

How the land which forms the site of the present city of Grinnell was secured is an interesting story in itself. For the particulars here presented credit should be given Mrs. Will Laymiller, who has done much research on the early history of the community and has written a history of the founding which contains much of value.

According to Mrs. Laymiller's account, when J. B. Grinnell and his companions first arrived on the scene, a controversy arose over the location. Hamlin and Holyoke didn't like the high point which the railroad surveyors had recommended and which Mr. Grinnell favored. They said that the tract included a school section which they could not buy and lacked timber.

A driver as always, Grinnell asked "Who goes east?" Still reluctant, Hamlin and Holyoke remained and Grinnell started driving to the land office in Iowa City, which he reached at sunset. He hunted up the land officials, kept them up until midnight and, except for some details, closed the entry on some 6,000 acres of land in Township 80, which formed a part of Washington township until the organization of Grinnell township some years later.

The records in the office of the county recorder in Montezuma show that Grinnell entered more than 2,000 acres on Saturday, March 11, with more entries each day the following week until Saturday, March 18. Other entries were cleared later.

George W. Norris of Illinois had already entered on the east half of Section 17, adjoining the school section 16, so that acquiring of this school section was a matter of the highest importance. The school fund commissioner held that it could only be secured at a regularly ad-

vertised sale.

The manner in which Mr. Grinnell acquired this needed real estate is characteristic of the man and his methods. "On a rainy day", he writes in his autobiography, "looking up law points, I found a statute which allowed preemption of school land as under the old territorial law. This discovery I kept to myself until we could, by letter of the law, begin as pre-emptors on the four quarter sections and ask for an appraisal. Thereupon we crossed some poles and laid down a few boards for a camp on a chilly night, H. Hamlin on one, H. M. Hamilton and Dr. Holyoke on others and I, by right of discovery, slept on the northwest quarter, where nature had predetermined the railway station, there being a steep grade either way.

"Armed with affidavits according to law, Mr. Hamilton and myself found the school officer, who was surprised to read the law, but, long hesitating, made out an order for appraisal."

The land finally cost Grinnell and his associates less than \$2 an acre.

This much disputed section contained the land on which most of Grinnell now stands.

How a sawmill was secured is another story told by Mr. Grinnell in his book and related by Mrs. Laymiller. Construction of new homes in Grinnell was attended by difficulties. The nearest timber was three miles from the town and the nearest sawmill was located four miles west of Montezuma and was of only eight horsepower capacity. Grinnell and Hamlin tried to induce the owners in March to move nearer the Grinnell site but didn't succeed in their endeavors until after the first of May and then only after they had raised their bid to 90 cents a hundred for sawing and agreed to board the

"hands" and feed the wives. The mill was moved to Sugar Creek ford and it was lumber sawed by this mill which built the first store room for provisions. It was constructed of rough boards and tree branches partly beneath the eaves of the original log cabin in Lattimer's grove. Henry Lawrence, later adviser to J. B. Grinnell and cashier of the Grinnell Savings bank, was store keeper. "Hungry swine, cattle, and stray dogs", writes Mrs. Laymiller, "kept trying to unroof the structure and for want of a door Lawrence had to crawl through a hole, then block it with branches." Customers came from cabins scattered all over the surrounding territory. This store room antedated the historic Long Home.

The first well was dug just north of the Long Home and the diggers were overjoyed to hit an abundant supply at only 12 feet. When the town was surveyed, the well was found to be in the street.

The Grinnell townsite was laid out in late May and included the land between East and West streets from east to west and Sixth avenue to First avenue from north to south. The lots were 75 x 165 feet. Broad street was 100 feet wide and other streets 80 feet. Mr. Grinnell set aside a block for the park and lots on the north side of Fourth avenue for church and school. The plat was not recorded until January 26, 1855. Broad street was then the only named street.

Prairie fires were a hazard in those days. In the fall of 1854 Mr. Grinnell had straw piled on his home site to prevent the ground from freezing and a prairie fire destroyed it and burned a pile of seasoned lumber which he had imported from Muscatine. Apparently this was the first of the grass fires which persist in Grinnell even unto the present day.

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COMPANY "K"



One of the organizations which flourished for years in Grinnell only to pass into the discard after World War I was the Iowa National Guard company which was familiarly known for many years as "Company K", although that wasn't always its name.

As was the case with the Grinnell Fire Department the researcher is bothered by the lack of authentic material covering the early days of the company. A trip to the office of the adjutant general in Des Moines elicited the information that back in the early days they didn't bother much about keeping records and no detailed history of the company is extant in their files. However, by thumbing through the file of adjutant general's reports dating back to 1870 or thereabouts a little information was gleamed which is herewith presented.

The first intimation of a National Guard company in Grinnell is found in the report for 1871, in which appears a brief notation that arms and accoutrements in Grinnell were in the possession of Captain A. S. Hardy. Presumably that was about the time the company was being formed.

In 1873 the adjutant general's report lists what was then known as the Iowa College company. Captain Hardy was still at the helm, Adam Grimes was first lieutenant and Hamilton Bartlett was second lieutenant. The college address book lists H. M. Bartlett as a graduate in 1874. Adam Grimes is listed as a former student with the class of 1873. Presumably most of the rank and file of the company at that time were college boys.

The Iowa College company

persisted through 1876 with the same officers for all three years: Stephen G. Barnes, captain, Thomas T. Barker first lieutenant and Hamilton M. Bartlett second lieutenant. Thomas T. Barker is listed as a graduate in 1874. The name of Stephen Barnes does not appear in the alumni address book.

By the next year a more formal organization of the National Guard was being attained and the organization is listed as Company G, 2nd regiment, Iowa National Guard. H. H. Lancaster was the captain, C. L. Roberts (apparently Cobb Roberts, later postmaster) was first lieutenant and Harry B. Churchill was second lieutenant. Apparently the college era was over. None of these men is listed in the address book.

By 1878 there had been another change in grouping. The Grinnell militiamen then formed Company B of the 8th regiment. Churchill was the captain, Henry Spencer first lieutenant and John Ellsworth second lieutenant. C. M. Black was first sergeant.

In this year, apparently, the company saw its first active service. In Professor Parker's history of Poweshiek county written in 1880, appears this paragraph:

"Company B of the Eighth Regiment Iowa National Guards was organized in 1877 and now has forty one men armed and equipped. They have a good armory in Stewart's block (present location of the Broadway store; ed.) The company has participated in several battalion drills at Marshalltown and Oskaloosa. Mayor C. H. Spencer called the boys to arms for the

purpose of driving about one hundred tramps from the city one day at the beginning of harvest in 1878. The mayor first made the tramps a short speech, advising them to leave the town peaceably, and when they saw the soldiers they obeyed him without violent demonstration."

This covers as nearly as possible the early formation of the company. Records from then on to the opening of the Spanish American war are rather chaotic.

E. E. Bump, a former captain, now of San Antonio, Texas, sheds some light on the subject. The captains whom he remembers are Henry C. Spencer (who presumably followed Captain Churchill), Arthur C. Norris, Louis H. Joy, Kent Walker, George Clifton, Edwin E. Bump, H. L. Triplett, John W. Cogswell and Milton H. Guile.

Outbreak Of Spanish-American War

At the outbreak of the Spanish American war in 1898, A. C. Norris was captain. The organization was then known as Company K of the 50th Iowa Volunteer Infantry. The transition to Company K had been made somewhere along the line but just when the writer has been unable to learn. Burdette A. Abel was then first lieutenant and H. Christian Plambeck was second lieutenant. The company was mustered into the federal service May 17, 1898.

The whole town turned out to see the boys off to the wars for the first time since the Civil War, as they took the train for Des Moines where they were

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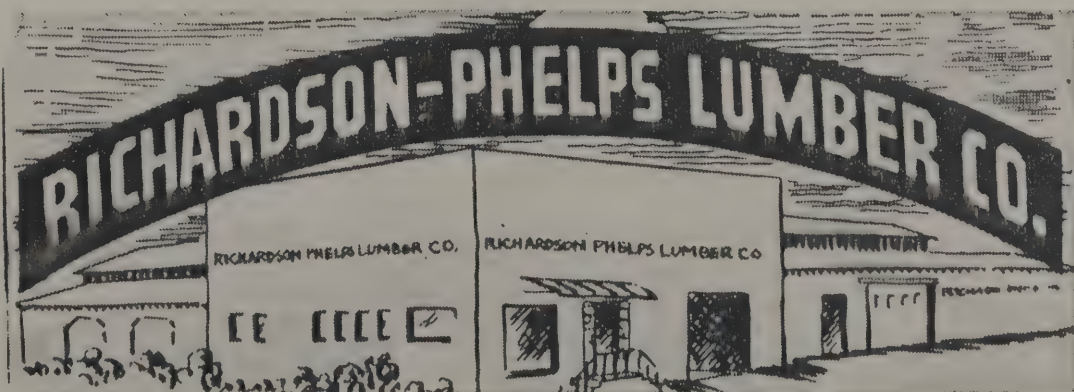
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camped for some time on the state fair grounds. On May 21 they received orders, first sending them to Tampa, Fla., but a later change landed them in Jacksonville where they waited out the war. Like all organizations they suffered greatly from health conditions. Out of 38 men lost during that period, 32 died of disease. The company was mustered out Nov. 30, 1898.

Mr. Bump writes that the armory from which the company trained for the Spanish American war was on the third floor of the Preston opera house building.

"When the company returned", he writes, "it was housed for some years in an armory building adjacent to the M & St. L tracks on Fourth avenue. This building was taken over by a laundry and the company returned to the Jack Preston building.

"It was at this time that I became captain and through the patriotic cooperation of Dr. E. W. Clark and R. G. Coutts the armory now occupied by the United Food Stores was built. It has always been a matter of pride with me that I designed this building."

The old armory to which Mr. Bump refers was also used by the girls of the college for their basketball games, as it had about the only floor in town large enough. In regard to this armory, Ross Coutts recalls a bit of unwritten history that is interesting. He related it in a paper on Grinnell history which he prepared to be read before the Rotary club and which he has made available to the Centennial committee.

Back in the mid-nineties, he writes, exact year undetermined, a group of young enthusiasts,

bent on celebration of the Fourth of July, dragged an old Civil war cannon which then graced the city park to the old armory. They crammed it full of giant powder, wadded it down with wet orange wrapping paper and then sealed the mouth with a plastering of rich Poweshiek county mud. Then they cut a long fuse and lighted it. By the time the fire reached the powder, they were safely home in bed.

The explosion, when it came, was stupendous. "There was a gaping hole", writes Ross, "in the front of the armory, the cannon was completely annihilated and on the west side of the house where I am now living 1111 Fourth avenue, was a pancake of mud about four feet in diameter that evidently was the same good old Iowa mud rammed into the muzzle at loading time."

So far as can be learned, the perpetrators of this somewhat dangerous prank were never located.

After the Spanish American war the life of the company continued on an even keel until World War I. The company drilled, went to camp, appeared in Memorial Day parades and on other festive occasions and in general conducted itself like other militia organizations.

History Of Unit From World War I

After the start of World War I the record becomes confused. Back in 1916 Villa was raiding over the Texas border and a punitive expedition was being organized under "Black Jack" Pershing. The National Guard was called out and Company K

rushed to arms again. For some reason, presumably because it was thought that cavalry were essential in pursuing Villa, the local company was consolidated with Troop D, 1st Iowa Cavalry commanded by Captain M. H. Guile. Bernard J. Carney was first lieutenant and Lloyd E. Wells second lieutenant. Both lieutenants were from Grinnell. For a time the outfit camped on Ward Field at the college and people came from miles around to visit. In August of 1916 they were sent to Brownsville, Texas, and spent the next few months along the Texas border, but seeing no action. They stayed on the border until February of 1917 when they were sent back to Des Moines, discharged and returned to the National Guard. World War I had broken out and they were recalled to service July 15, 1917 and on August 5 were drafted into the federal service. At that time they were still a cavalry unit but after Feb. 1, 1917, the cavalry organization was broken up and the Grinnell company, or most of it, became part of the 109th ammunition train. With this outfit they saw service overseas, going over in September of 1918 and serving in France. B. J. Carney was their captain.

After their return the boys apparently had had all the war they wanted and the militia company, as such, was never revived, the duties being taken over by the American Legion which has carried on since then, with the cooperation of the Veterans of Foreign Wars after World War II.

"Company K" had a long and honorable history and should not be overlooked at this centennial time.

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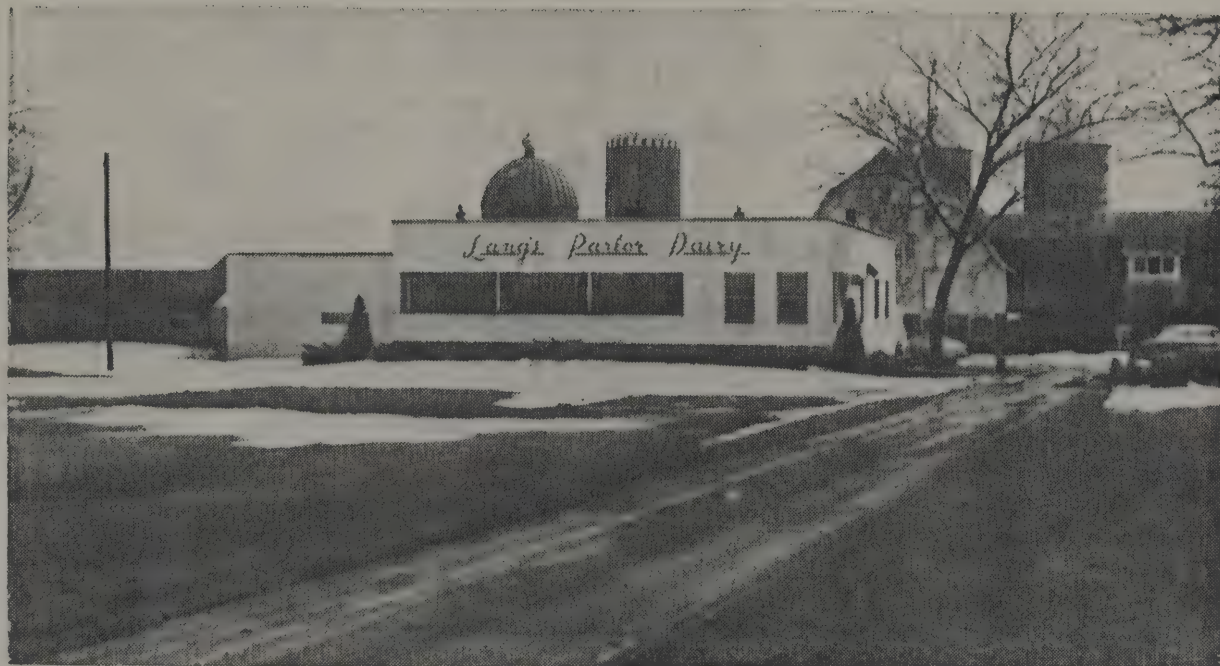
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Two things are necessary to make a city. The first is an up to date and aggressive business setup, which provides the buying public with goods and services with courtesy and fair prices, plus the influence of church and school and the cultural advantages which only an urban community can give. The second is a forward looking and aggressive farming community. It has often been said, and truly, that cities like Grinnell cannot prosper without the support and friendship of the people on the farm. On the other hand, it can be said with equal truth, that cities like Grinnell have their own contribution to make to the well being of the adjacent rural districts. The long and harmonious relations between town and country here are sufficient evidence that these requirements have been fully met on both sides.

It is a far cry from the farming operations of the pioneers to those of the present day. The transition from ox teams to tractors has taken a long time, and these words are only symbols of what has happened. When one considers the operations of the mechanized farms of the present day in the light of history the contrast is amazing.

Not only have methods changed, but science has made great progress by providing better and more productive seeds, fitted to the demands of this climate, better means to fight the multitudinous plant and animal diseases which confront the farmer from year to year and by providing better strains of livestock. No runty cattle and hogs are found in the Grinnell community today. The improved grade of livestock, from horses down to chickens provides evidence of the change that has come about. Farmers are rapidly becoming convinced of the need of conservation to

preserve their precious top soil and to prevent its washing away to build up the Mississippi Delta and high schools and colleges are turning out annually progressive young farmers who farm scientifically and who know what the score is all down the line. A trip through the countryside today with its pleasant farm homes, many of them new, and its well painted barns and outbuildings is nothing more nor less than a revelation.

The farmer no longer faces the arduous job of picking his corn by hand. A mechanical corn picker does it for him. A combine harvests his small grain with a minimum of fuss and feathers. Silos provide storage and feed for his cattle. Deep wells rapidly are insuring reliable water supply. The farmers, through their own organizations like the Farm Bureau, are taking an intelligent and vigorous interest in their own affairs.

Surely times have changed from the days when the first crude plows broke the prairie sod around Grinnell.

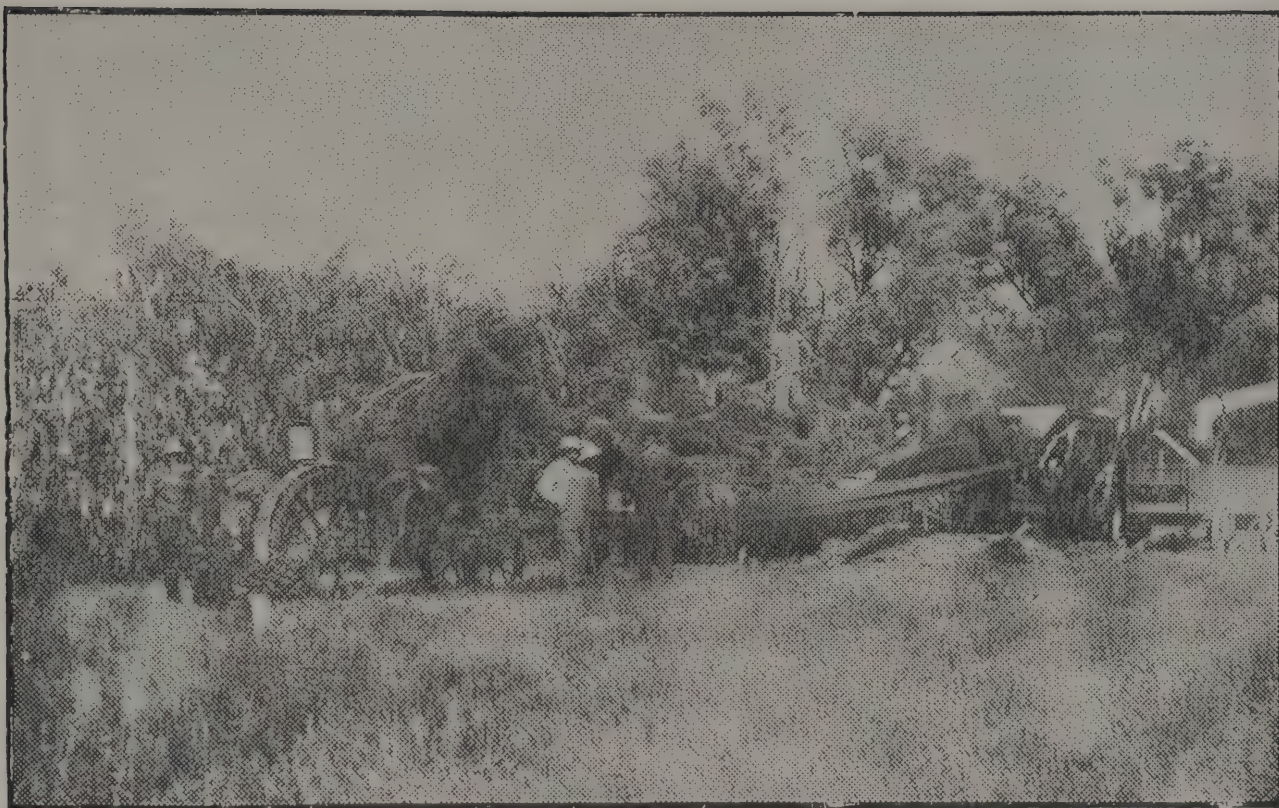
The same rapid progress has taken place in the women's realm. The farm housewife has been relieved of much of the grueling labor which aged her before her time. Deep freezes, electric refrigerators, washing machines, the sewing machine, replacing the spinning wheel, better cooking and heating stoves, oil furnaces, bottle gas, electricity for lighting, replacing the kerosene lamp, all have come into being over the years. Today the farm woman's kitchen is a model of efficiency and convenience, lightening the burden of her housework and promoting her health and happiness. For supplying these conveniences the country relies on the town and the town is happy to supply the need.

There have been changes also

in agricultural methods. When J. B. Grinnell came to Grinnell he was an enthusiast over the raising of sheep and hundreds of the woolly animals were soon in evidence on the nearby farms. Mr. Grinnell established his own wool barn in Grinnell and it fulfilled an important function. The pioneers also believed that this was good wheat country and it was for a time until it developed that wheat was not the answer and the corn and hog economy which has existed ever since was gradually established. Of late years soy beans and alfalfa have also come to the fore as paying and successful crops.

In an article in the Diamond Jubilee edition of the Grinnell Herald, I. S. Bailey, one time implement dealer and later for a number of years the efficient secretary of the Grinnell fair, interestingly reviewed the progress of agriculture.

Corn planting one hundred years ago was done by hand, dropping the seed kernels into the hill and covering them with a hoe. The first great improvement on this method was a four row marker made of lumber and drawn by horses. After the rows had been marked a one hand planter was used, soon to be followed by the two-row hand planter. The first corn planter used was manufactured by the Brown Corn Planter company of Galesburg, Ill. It had solid wooden wheels with a seat for the driver and another seat from which the planter dropped the kernels into the ground by using a hand lever. The planter was drawn by two horses and the rows were outlined by setting stakes through the field. The cross rows were made by markers as above described. "The person dropping corn into those cross marks," remarked Mr. Bailey, "was an expert if he could drop straight



Old Time Threshing Scene

enough so that the corn could be plowed the cross way." Another planter with a few improvements but similar in general design was later marketed by the Keystone Planter company of Sterling, Ill. These came into use in the late sixties, roughly speaking.

The evolution of the corn planter continued with the invention of what was called a check rower to do away with the second man on the planter dropping the corn by hand. The check rower consisted of a wooden bar fastened on a planter and a small rope with iron knobs at a certain distance so as to pass through the forks on the check rower that would drop the corn. This the writer does not understand, but it is what Mr. Bailey said. This rope was made of cotton saturated with a composition to prevent wear and stretching. It was not satisfactory on account of breaking, stretching and contracting according to weather conditions. Next came the wire check rower, which Mr. Bailey says was in use at that time, 1929.

It is only necessary to contrast this method with the op-

erations of the modern corn planter to see what progress has been made in planting this most staple of Iowa crops.

In the days of J. B. Grinnell the hand sickle was used in cutting what little grain was raised. This was succeeded by the cradle, with which one man could cut about two acres a day. The cut grain had to be bound by hand.

This primitive method was done away with by the McCormick self rake harvester drawn by four horses. This machine had an iron rod standing perpendicular with a large iron ball fastened to the upper end. When there was enough grain for a bundle this iron rod and iron ball would make a complete revolution and it was up to everybody to keep out of its way. Then came the Marsh harvester with two men standing on a platform and binding the grain as it came to them and tossing it on the ground.

Next in order was the greatest improvement of all, the self binder, manufactured by Walter A. Wood and the Minneapolis Harvester company. The first machine used wire to tie the bundles but it soon gave way to twine.

During the days of the first settlers corn was cultivated by a shovel plow drawn by one horse which had to cover every row twice. Then came the double shovel cultivator, which was followed by a one row cultivator drawn by two horses, and these soon became riding cultivators. The first disc cultivator in Grinnell was sold by Foster & Bailey.

The first harrow used was small, straight tooth, A-shaped, about wide enough to go between each corn row. This was followed in order by the slanting tooth harrow, and the lever harrow, with the width being increased rapidly. The disc harrow was the latest development.

The first threshing was done by hand with a flail. Then came the one horse tread power which furnished power to run the small separator and next was the down power with four or five teams of horses driven in a circle, with the driver standing on a platform in the center with a long whip to speed up the horses and prevent the power from running low. Mr. Bailey says that the first of these cylinder machines was named Dexter, after a fa-

mous trotting horse of that day. And of course we all remember the steam threshing machines which of late years have given way to the combine.

The first stirring plows were of wood constructed to cut a furrow from twelve to fourteen inches wide. "It was some job", writes Mr. Bailey, "to get a polish on the mold board so it would scour. This polish was usually secured by plowing up the public highway. It was no unusual thing to see the road plowed in many places." Soon

after came the beam plow followed by the riding stirring plow and the gang plow.

This is only a brief and inadequate resume of the wonders which have come to pass as agriculture has developed, and the end is not yet. Improvements are still being made.

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HORSE THIEVES

In this quiet, more or less law abiding Grinnell of 1954, it seems a far cry to anything like horse thievery, but this was not the case back in 1913, when this community was the scene of an episode which rocked the whole city to its foundations and recalled the wild days of the western frontier.

The opening paragraph from a news story in The Grinnell Herald of Tuesday, July 29, 1913, will serve to set the stage. It reads as follows:

"One arrest, six recovered horses, an automobile accident in which two men, one of them Sheriff T. W. Smith, were injured, an exciting chase in which bloodhounds from Waterloo bore a leading part, all of these featured an exciting chase yesterday (Monday) which is thought to have started the way to the disruption of a daring gang of horsethieves whose exploits would do credit to the days of Jesse James."

That sounds a little extreme, but it provides quite a vivid picture of what really happened.

At that time, horse thieving was quite prevalent in the state. The Des Moines Tribune stated that nearly 100 horses worth about \$20,000 had been stolen in northern Iowa.

The first intimation of what was to come appeared in the issue of The Herald of Friday, July 25, (The Herald was then published every Tuesday and Friday) in which appeared the announcement that Rocho Brothers of Boone, ice and cold storage men, were in town in search of a big sorrel team which had been stolen from them and which was reported to be in these parts. The real story broke Sunday and reached its culmination Monday with the arrest of the thief, a man about 70 years old giving his name as Thomas Dickerson, although nobody believed that it was his real name. Dickerson was finally arrested Monday night by the town marshal of Victor after being badly beaten

up when he resisted. Before that he had figured in a chase which enlisted all the law officers from this section with many volunteers who figured in a nightmare pursuit in which it seemed for a time that a horsethief was popping from behind every bush.

The story in The Herald of July 29 does a pretty good job of coverage up to that date. By its issue of the following Friday The Herald had things straightened out and was able to present a coherent story, based on the statements of the so called Dickerson himself. This made it plain that there was only the one thief instead of two or more as had at first been suspected. This is the more or less connected story as told by Dickerson.

He had rented a barn in Grinnell from F. P. Marvin as agent for the owner, Miss Angeline Karras, on the east side of Pearl street south of Third avenue. Here he kept his stolen horses and a Hupmobile car. The barn was rented in October and the rent had been paid until August 1. In this barn on the

Friday night and all day Saturday preceding his arrest, Dickerson kept four horses, the Rocho Brothers team of sorrels and a team of little bays stolen from R. B. Linemann of De Soto. In a barn in Marengo which he had rented, were two other stolen horses. On Saturday night he drove one of the sorrels and one of the bays to the Marengo barn, returned to Grinnell on the Sunday morning train, harnessed the other team and started to drive them also to Marengo. This was in the morning. En route at about 10:30 o'clock he passed the Joe Eisele farm, northwest of Malcom on the River to River road, now No. 6, and Mr. Eisele, noting that the sorrel which he was driving resembled one of the stolen horses, stopped him and talked to him. Mr. Eisele later said that the man was a very persuasive talker and he finally let him go. He was driving the team hitched to a light spring wagon.

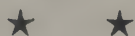
Evidently alarmed by the Eisele episode, Dickerson drove to Malcom, doubled back on a



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road along the railroad track to the road which ran past the west side of the Eisele farm and hitched the horses in a thicket near the track. Then he hot footed it back to Grinnell, got the Hupmobile and began to cruise around the neighborhood to see if anything happened. In the meantime Herb and Walter Harness, walking up the track, heard the horses, which had become entangled in the harness and had broken the wagon tongue. They took the horses to the Eisele farm and the chase was on.

In the meantime, Dickerson, in the Hupmobile, was driving back and forth on No. 6, passing the Eisele place three or four times. Then he headed south, past where he had hitched the horses, meeting on the way Bert Clark's auto in which J. E. Clark, Grinnell city marshal, H. W. Bailey, and Will Burns were also riding. They let Dickerson pass, thinking he was a tourist. The Grinnell men enlisted three motorcyclists, Stuart Enerson of Grinnell and Flem and Clarence Orr of Brooklyn to cover the highway while they cruised the adjoining roads.

Dickerson, meantime, had doubled back to Malcom, cut north to the highway and headed east in an effort to reach Marengo. He had gotten to a point two miles west of Brooklyn when the motorcyclists hemmed him in and he abandoned the car and took to the cornfield.

The motorcyclists were unarmed and presumed that Dickerson was, so they were cautious about pursuing him. at once but as the word got around a number of men were soon on hand to take up the search. They combed the cornfield, but no Dickerson.

According to Dickerson he crawled through the field on his hands and knees so that the waving of the corn stalks would not betray him. He said that two of his pursuers came within three feet of him as he lay in the weeds at the edge of the field, but did not discover him. He stayed in the cornfield until night, suffering greatly from heat and thirst, and then made his way on foot to the Ivo Steyart farm north of Brooklyn, where he "borrowed" a mare to aid in his flight and fool the dogs, which he was sure would

be on his trail. The barn was near the house and the pasture was between the barn and the house. He had to go to the barn, get the bridle, catch and bridle the mare, and lead her out almost under the windows of the house to the road. All this he accomplished without being detected.

The mare had never been broken to the saddle, but he covered eight miles, then rode her close to the fence, dismounted and turned her loose to find her way home. He did all this without touching the ground and walked along the top of the fence until he came to a barn, which he entered and concealed himself in the hay.

Here he hid all day Monday suffering agonies from thirst as he had had nothing to drink since Sunday. Pursuers were all around the barn and children playing in the hay were a constant threat, but he burrowed deeper and escaped notice.

At nightfall he left the barn and asked for a drink at the house. This was the Korns farm northeast of Brooklyn, and it was from this point that the word originated that led finally to the capture.

Mrs. Korns became suspicious because, when she brought Dickerson the water, his hand was so unsteady that he dropped the glass. She brought him another and after he had had a drink he went into the school yard, found the pump, and drank so much that he became ill. From the Korns place he walked to Victor, where he was captured.

The bloodhounds entered the picture Monday morning. There were two of them, and they were in charge of Deputy Sheriff E. J. Wordy of Waterloo. They were given the scent at the cornfield and followed it to the Steyart farm, where they lost the trail at the point where Dickerson took to the fence. When word came of Dickerson's presence at the Korns farm, the dogs were taken there but before they could be started word came of Dickerson's capture.

The auto accident which resulted in the injury of Sheriff "Bi" Smith, came Monday night as the posse was gathering at the Korns farm after being de-

toured by news that two suspects had taken the train at Belle Plaine for Mason City. The sheriff was in a car driven by V. S. Hoffer. With him were Deputy Sheriff Yordy and Fred E. Houghkirk, a Marshalltown detective. The car was coming down a rather steep hill on a newly graded road $4\frac{1}{2}$ miles northeast of Brooklyn when the driver lost control and the car hit the piling of the bridge, turned half way over and dumped its occupants into a 10 or 12 foot ditch. Sheriff Smith suffered severe bruises on the right side and left shoulder and Houghkirk's chest was crushed. The injured sheriff deputized John Creamer, former well-known Grinnell auctioneer, to carry on, but the chase was over soon after.

A curious crowd of several hundred people assembled when Dickerson was brought to Grinnell Tuesday and followed him to the station when he was taken to Des Moines on the afternoon train.

His face still showing traces of the beating he had received from the Victor town marshal the elderly, stooped man, plainly dressed and looking more like a farmer than a horsethief, viewed the crowd with concern and as he was being taken to the train remarked with some asperity, "Didn't they ever arrest a man in Grinnell before?" On his person he had concealed the sum of \$999.88 of which \$250 was sewed into the shoulder of his coat and \$700 into the waist band of his trousers. He was taken from here to Des Moines and from there to Boone to be prosecuted for the theft of Rocho Brothers' team. He never revealed the names of his confederates.

Dave Sutherland, recent publisher of The Montezuma Republican was at that time just breaking into the newspaper game on The Herald. Dave was one of a crowd of half a dozen young men armed with stones who scouted the corn field looking for Dickerson. When it was suggested that Dickerson must have been pretty badly scared by all the tumult, Dave remarked, "He wasn't any more scared than we were."

It was a hectic three days and it gave all Grinnell the thrill of a lifetime.

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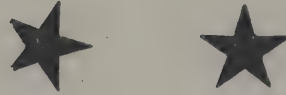
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J. B. Grinnell



Founder



No such chronicle as this would be complete without mention of the founder, Josiah Bushnell Grinnell.

Any attempt to compress Mr. Grinnell's abundant vitality and far flung interests into one short chapter is difficult. For those who would like to know about him more in detail, two books are available: his own autobiography, "Men and Events of Forty Years," written during his last sickness, and a comprehensive biography, "Josiah Bushnell Grinnell", written by the late professor Charles E. Payne of the Grinnell college faculty, which is probably as authoritative an account as could be secured.

In addition to being a town founder, Mr. Grinnell was a minister, a lawyer, a farmer, a railroad builder, a wool grower, a state senator, and a member of the United States Congress for two terms during the Civil war years. Aside from all this he held numerous important government and state appointments. He was eloquent in the florid style of his time and he wrote profusely and readily.

J. B. Grinnell was essentially and above all else a promoter. To quote Professor Payne, "His strength lay in moral fervor, generosity, energy and will, rather than in intellectual keenness or power of analysis."

Josiah Grinnell was born December 22, 1821, the son of Myron and Catherine Hastings Grinnell in New Haven, Ver-

mont. The family was of Huguenot derivation, the original family name having been Grenelle. He was brought up in an atmosphere of hard work, poverty and a sternly religious training. At an early age he broke away from the farm in order to secure an education, supporting himself by teaching school. He prepared to enter Yale, but found the surroundings there too light minded for his taste and instead entered Oneida Institute, a hotbed of the radicalism of the day. The ideas which he absorbed there had an important bearing on his later life. Although he completed the course at Oneida he did not receive a college degree, since the regents of the state of New York had refused Oneida the right to confer degrees because of its extreme radicalism.

After leaving Oneida, young Grinnell went to the newly opened territory of Wisconsin as a representative of the American Tract Society, and to recover his health which had been impaired by his Spartan way of life at Oneida. He loved the prairies and began to dream of founding somewhere in this new western country a religious, moral and educational community.

Returning to the east, he graduated from the Theological Seminary at Auburn, New York, in 1846. His first pastorate was at Union Village, thirty miles north of Albany but in 1851 he

went to Washington, D.C., as pastor of Trinity church, raising money for the purchase of the church property by selling pews.

Grinnell's forthright preaching against slavery aroused so much opposition that he left Washington and went to New York, and on Feb. 2, 1852, he married Julia A. Chapin, daughter of an old and distinguished family of Springfield, Mass. In New York he began a three year pastorate, but his throat, always weak, failed him as a result of too much outdoor speaking. In his discouragement he consulted Horace Greeley, who gave him his famous advice, "Go West, young man, go West. There is health in the country and room away from our crowds of idlers and imbeciles." Although this statement has been challenged, there seems no doubt that Grinnell was the one to whom these words were addressed. He relates the incident in his autobiography.

The founding of Grinnell, told of in a later chapter, was the immediate result of this conversation.

From this time on, until his death on March 31, 1891, Josiah Grinnell's main and abiding interest was in the settlement which bore his name, although his unstinted energy carried him far into many forms of activity and into public life. He went first to Congress in 1863. He had won the nomination

after fifty ballots from Samuel A. Rice of Oskaloosa and owed his election to the soldier vote. He was reelected to the 39th Congress in 1865. During his term, occurred an incident which received wide publicity at the time. Grinnell became engaged in a heated debate with Congressman L. H. Rosseau of Kentucky, during which both men descended to personalities. A few days later Rosseau stopped Grinnell on the steps of the Capitol and demanded an apology. When none was forthcoming he attacked the Iowan, using, says Prof. Payne, a light rattan cane. Grinnell made no defense, stating later that he believed that Rosseau wanted him to return the assault in order to have a pretext for assassinating him. After an investigation Rosseau was publicly reprimanded in the House.

Mr. Grinnell treats of this incident at some length in his autobiography, explaining his attitude of non resistance, which led to considerable criticism back home. The incident was largely blamed for his defeat for renomination by a margin of six votes.

Grinnell never held public office again but his energy found an outlet in a variety of ways.

During his entire public life Mr. Grinnell was largely interested in two issues, abolition and prohibition. He was also a strong advocate of arming the Negroes to serve in the Union armies during the war. During his service in the state senate he was also an earnest and successful advocate of free education.

During his declining years he was more and more interested in the college, always his pride and joy.

His death on March 31, 1891, was due to a recurrence of his old enemies, asthma and bronchitis. At the time of his funeral, the roads were impassable and the members of Gordon Granger Post, G.A.R. carried the casket on their shoulders all the way to the cemetery, a distance of nearly a mile.

Possibly his life may best be summed up in the words of a toast by John W. Cheshire, given on the occasion of the 25th wedding anniversary of Mr. and Mrs. Grinnell on Feb. 5, 1877. Mr. Cheshire's toast, as

given in the autobiography, was as follows:

"Here is to the citizen who gave a town for education, ground for a 'college green' and a cemetery for the dead; a preacher without pay; a university and bank president without salary; president of the State Society of Wool Growers, with the honors of a competitive sheep shearer at the festival and paying the awards; of the State Horticultural Society chief officer, gathering by proxy the fruits of the orchard, securing the national medal and award for Iowa, and meeting the bills; a lawyer waiving fees to make settlements and

friends of litigants; lecturer and occasional orator as a merry pastime; projector and president of railroads—only reward given, cheers, resolutions and an occasional walking cane; spurning combinations to put him in the national Senate or a governor's chair; liberal orthodox in church; an enigma in politics; a devotee of pure blood in animals; a pardonable weakness for the fair and a teetotaler in habits. From silver goblets on this silver wedding day, here's to your health in the cloud-distilled, fashionable beverage of Grinnell."

Such a man, in brief, was J. B. Grinnell, our founder.

Grinnell's Home



Pictured is the old J. B. Grinnell home, which stood on Park Street just north of the present site of the Hotel Monroe. A spacious lawn stretching south to Third Avenue and embracing all of the present hotel site lent dignity and beauty to the home.

One of the main features of the spacious lawn was the historic elm tree known as the Henry Ward Beecher elm and said to have been planted by Horace Greeley. The elm has been marked with a plaque by the D. A. R. In a heavy windstorm some four years ago, the elm was blown down.

Many famous guests were entertained in the home, including Beecher, Greeley and John Brown. In the cellar was a recognized station of the Underground Railway transporting slaves from the south to Canada.

An attempt was made at one time to secure the home as a Grinnell museum but failed because of insufficient financial backing. A portion of the home is now located just south of York Lumber Company on Broad Street.

Grinnell Fire Department

Any attempt to dig into the history of the Grinnell volunteer fire department is both a fascinating and an irritating pursuit; fascinating because of the fine service which these volunteers have given to the community over the years, and irritating because of the almost complete absence of authentic records of the early beginnings of this devoted crew of fire fighters. Apparently the Grinnell department was a good deal like Topsy; it just grew.

Presumably, in the earliest days, every able bodied male in town was a volunteer fireman, although apparently the pioneers did manage to get along with very few fires; at least, if there were fires, there is no record of

them.

According to the best information available the department began its official life about 1870, as a bucket brigade, no other means of fire fighting then being available.

In the possession of the department is an old notarial seal which Driver Ralph Larsen showed to the inquiring reporter.

The seal is made out in the name of the Torrent Engine and Hose company on July. . . , 188. . Both the identifying dates are omitted from the seal, so that it is impossible to tell which one of the eighties is intended.

Another cherished relic is an old photograph of the city hall, which stood on Commercial street on the site of the present

fire hall. Members of the department lined up in front wear their uniform shirts and caps of a quasi-military aspect.

A tablet on the building states that it was built in 1880. East of it, on the present site of the Park hotel, is a frame building, which was then used as a restaurant. Both the city hall and the restaurant were burned in the big fire of 1889 so evidently the photograph was taken between 1880 and the year of the fire.

Also shown in the photograph are the two Silsby steam engines which pumped the water for the fire fighters in the days before the city water system was installed.

These were clumsy and heavy



Old Photo of the Grinnell Fire Department

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Grinnell

pieces of apparatus which were hauled to fires by horsepower. They say that the first member of the department to show up with his team had the privilege of hitching it to the engine and hauling it to the scene of action, thus putting himself in line for the monetary reward which attached to the operation. It would seem that the privilege was a doubtful one on occasions when the famous Grinnell mud was rampant. On such occasions it was often necessary for the members of the department to turn in and help shove the heavy engine through the goo.

To insure reserve water power in case of serious fires, cisterns were installed throughout the business section to store the rain water. Just how many of these cisterns there were cannot be ascertained but one was located under the fire hall, another under the present site of the Clifton food market and another on Sixth avenue.

The Grinnell fire department came into its greatest fame in 1895. It was then known as the E. W. Clark hose team, named for Dr. E. W. Clark, pioneer physician and mayor of Grinnell. Just when the name was changed from the Torrent Engine and Hose company is not revealed.

Dr. Clark took an active interest in promoting and developing the company and his interest paid off when his proteges won the state championship at Vinton in the above mentioned year. The roster was quite heavily padded for the occasion with recruits, including several wellknown college athletes of that day, and Bill Berry, one legged enthusiast who died a few months ago, was trainer and coach. They pulled the hose cart with 100 feet of hose 300 yards at top speed and completed a coupling, all in 40 seconds to win the title.

The roster of that famous team includes a number of well known names. As listed on a picture lovingly preserved in the fire hall, they were Lou Thompson, V. G. Preston, Clint Arms, Lou Westbrook, Clint Harris, Bob Haines, Tom Newton, Bill Berry, W. E. Atherton, Guerdon Peirce, Ward Needham, Sam Davis, Bert Dickerson, George Roth, John Hastings, John Carlstedt, George Vanderveer and Sam Pooley.



**A New Grinnell Fire Truck
In An Old Fashioned July 4 Parade**

Preston, Harris and Pooley are still living in Grinnell, although they aren't running any 300 yard dashes these days.

The following year the hose team, with almost the same personnel, competed in the national meet in Atlanta, Ga. They made a good showing but didn't win the title, possibly, it is intimated by old timers because the bright lights and temptations of the big city were too much for the innocent country boys.

Mystery Surrounds Disappearance Of Silver Trophies

For winning the state title, the hose company brought home a handsome silver belt, which is shown in the photograph. Nobody knows what became of it.

Similar mystery surrounds the location of a silver lantern sent to the Grinnell firemen in recognition of services rendered at the time of a big fire in Brooklyn. It has disappeared. The Brooklyn department still cherishes a silver trumpet sent by Grinnell in recognition of services rendered during the big Grinnell fire of 1889.

On November 29, 1897, the de-

partment was reorganized under the name the Grinnell Fire Department. This information is taken from the department seal now in use, and this organization has continued up to the present time.

The department still possesses all the three fire trucks which it has used. The first of these was bought in 1913, the second in 1924 and the third in 1940. The first two were Ward LaFrance trucks and the newest one is an American LaFrance.

In addition, there is a rural fire truck, a Chevrolet, bought by the farmers in 1940 which is used for answering alarms in the country.

The Grinnell department now has 19 members. There are two full time drivers, Ralph Larsen and Ed Green. Fred Taylor is firechief.

Unfortunately, a complete list of the fire chiefs who have served the department is not available.

The department has won wide recognition both for its efficiency in fighting fires and for its constructive efforts looking toward fire prevention. In 1953 it was third in the state in fire prevention activities and it was first in the state in 1952 for rural fire prevention education.

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Diamond Jubilee In 1929

City Celebrates

As Grinnell goes all out in the celebration of its centennial it is proper to cast an appreciative look backward at the seventy-fifth anniversary celebration in 1929. This diamond jubilee enlisted the enthusiastic support of the entire community, in an outstanding exhibition of unity and enthusiasm. Almost everybody in town had some part in the act.

Particular mention should be made of the historical pageant, "Pioneers of Progress" which was written by Robert Y. Kerr as an original production and performed by a cast of several hundred people under the direction of a committee headed by Clara Julia Andersen, then director of women's physical education at the college and including also Mrs. H. W. Matlack, Mrs. R. B. Work and Mrs. Paul P. Meyers.

Before us as we write is a copy of the program which was dedicated to Joanna Harris (Mrs. R. M.) Haines, who came to Grinnell in the pioneer days of 1855, graduated from college here in 1865, received her Master's degree from the college in 1925 and mothered three generations of Grinnell citizens.

The program included episodes from Grinnell's early history, interspersed with appropriate music and dances. It was a labor of love on the part of a large cast of actors and was presented before overflowing audiences in the high school auditorium.

The finale was a stirring episode in which the spirits of the past moved behind a gauze curtain, as in a mist, and paused reverently before a statue of Grinnell, the Past, the Present and the Future.

Other listed features on the program were a college Homecoming and the dedication of the new airport southeast of town, attended by the governor and other notables. Gary Cooper, famous movie actor, who attended college at Grinnell, was

an honored guest and made several public appearances.

The Grinnell Herald published a special Jubilee edition, prepared by the club women of the city. It contains much valuable historical material of which the writer of the present sketches

has availed himself liberally.

In these days of celebration it should not be forgotten that the Grinnell of twenty five years ago set a standard which is a challenge to the Grinnell of today.

ARBOR LAKE

Arbor Lake was a prominent recreation mecca for earlier Grinnell as evidenced by the photos below.



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Joanna Harris Haines

At the time of Grinnell's diamond jubilee twenty five years ago a central figure was Joanna Harris Haines, one of the real pioneers and the widow of R. M. Haines, prominent lawyer of the early days. Mrs. Haines was still alive and was able to contribute much to the success of the celebration. In spite of her advanced years she was able to take a part in the pageant which is still remembered as an outstanding achievement. At this centennial time it is fitting that loving and appreciative mention should be made of this truly remarkable woman, who contributed so much to the growth of the community during her days of activity. The material for the information which appears below was derived from an account of her life written by Mrs. Haines herself.

Joanna Harris was born in 1843 on a farm near Harrisonville, Pa. Her father was well-to-do. In addition to farming he was interested in a smelter. Over expansion and a bad note which he had signed for a relative brought financial difficulties. It is ironical that years later a gusher oil well was discovered on the smelter site, but the Harrises had long since left.

Tempted by reports of rich Iowa land Mr. Harris decided to move west and in 1852 the Harris family, father, mother and seven children embarked on the great trek. They traveled all the way by river boats, down the Alleghany to Pittsburgh, then down the Ohio to Cairo, Ill., and up the Mississippi to Keokuk, where they settled.

For reasons of economy they took what was known as a deck passage, which meant, probably, that none of them got much sleep on the journey. She reports one incident. One of her favorite songs, sung to the tune of "Susannah, Don't You Cry", was as follows:

"I'm on my way to Canada,
That cold and dreary land.
The dire effects of slavery
I can no longer stand.

My soul is vexed within me so
To think I am a slave
I'm now resolved to strike the blow
For freedom or the grave."

This was all right for the abolitionist Harris family but it did not go so well with passengers from the South. They complained vehemently and Joanna had to get along without her favorite song.

Mr. Harris rented a farm in Lee county but the land was not what he expected and the fact that many southerners were among his neighbors did not make for pleasant associations.

The family made the change to pioneer living with success, even though they had exchanged an 18 room house in Pennsylvania for a two room log cabin in Iowa. There was no lack of food. Wild turkey, prairie chicken and quail graced the table and they made their primitive quarters a home.

Mr. Harris, however, became discontented with the rough, hilly country and wanted to own his own farm instead of renting. When he read of J. B. Grinnell's plan to start a colony in north central Iowa he was interested and in the fall of 1854 he and his son Samuel came to Grinnell. They bought 80 acres a mile west of the north line of Grinnell, paying \$4 per acre. Mr. Harris went back to Lee county and Samuel, a carpenter, remained to build a cabin at the corner of West street and Fifth avenue.

In the early spring of 1855 the family started the long trip to Grinnell. Snow was still on the ground. There were ten in the party, as one son, Ephraim, had married and they traveled in two covered wagons drawn by oxen and in a two seated buggy drawn by a spirited team of horses of which Mr. Harris was very proud. The weather was cold and they traveled with care as Mrs. Harris was suffering from lumbago. The journey took several days and they stopped at several towns

where the women stayed in the hotels or taverns, while the men slept in the wagons.

However, Joanna was delighted with the trip which fulfilled all her dreams of wide prairies. In 1855 there wasn't a tree within three miles of Grinnell. The masses of wild flowers were almost beyond description when the spring and summer came.

The soil around Grinnell was of such superior richness that Mr. Harris was delighted. He had brought with him the very latest in farm equipment, a breaking plow that was equipped with a long knife blade in front of the plow share to cut the prairie sod. As a result, for the next few years he and the plow were in great demand.

The Harrises became integral parts of the Grinnell community. Joanna attended the first school. She recalls the visit of John Brown quite vividly. She writes that she saw Brown when he came with eleven Negro slaves whom he had taken from their Missouri master. She remembers his harsh features, the cold, relentless eye and hawk look.

On the way out of town Brown stopped his cavalcade in front of the school which Joanna attended and called Professor Parker, who went out to talk to him. The children were also permitted to go out and in the wagon they saw a number of woolly heads and flashing black eyes where the Negro children peeked through the cracks in the wagon.

The Harris family operated a "station" on the underground railroad. One night Joanna came home to find a Negro woman with a baby in her arms sitting by the fire. In the morning she was gone, taken the next step on her journey by one of the Harris boys.

When the Civil War came, Mr. Harris and four sons enlisted. Mr. Harris was a member of what was known as the "Graybeard Regiment." Joanna was then a student in Iowa, now

Grinnell college, and three members of her class of 1865 also enlisted. One of them was Robert M. Haines, whom she was to marry after the war.

From then on, her career was that of a wife and mother, but the Haines home was always a center of hospitality and culture. Mr. and Mrs. Haines had seven children. One son died in infancy. Two sons, Robert M. Haines, Jr., a lawyer, and Austin, a brilliant writer, for a time co-publisher of the Grinnell Herald, are dead. James, a

doctor, lives in Stillwater, Minn., and Charles is a lawyer in Denver, Colo. The two daughters are Mrs. Frank Herriott and Mrs. W. G. Ray of Des Moines.

Mrs. Haines will always be remembered as a serene and gracious presence. She was one of the many fine women who helped to build the Grinnell of today.

The Ephraim Harris referred to above was Dr. E. H. Harris, who practiced medicine in Grinnell for many years. He was the father of Dr. C. E. Harris.



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EARLY HISTORY--

GRINNELL COLLEGE

Grinnell city and Grinnell college are so closely related that no history of one is complete without reference to the other. They have grown together through the years and have been mutually helpful, the town by providing financial aid on numerous occasions and a friendly interest, and the college through its general cultural influence and through bringing eminent speakers and fine music to the community. While there have been occasional rumblings of "town and gown" dissension, it must be conceded that the city of Grinnell would not be what it is without the college and the college would not be what it is without the city of Grinnell.

While it is generally known that the college is the result of the union of what was then Iowa College in Davenport and Grinnell University in Grinnell, the fact must also be considered that one of the foremost purposes in the minds of the founders of Grinnell was the establishment of a college in their new settlement; and that the project was well on its way to fulfillment when the merger was accomplished. This fateful decision was reached on September 27, 1858, when the trustees of Iowa College in Davenport voted "to remove Iowa College to Grinnell at the commencement of the next college year (autumn of 1860) or as soon thereafter as the interest of the institutions will permit, provided the proposition received from that place is made good, and provided, also, that there is good reason to believe that the M. & M. R.R. will be completed to that point within a reasonable time."

Thus, while the history of the college may be considered to go back to 1846, when Iowa college in Davenport was founded, the college did not officially come to Grinnell until 1858, when the action authorizing the

merger was taken.

Thus a word regarding Iowa college in Davenport is in order.

Its founding was due primarily to the efforts of the Iowa Band, that consecrated group of eleven young graduates from Andover Theological seminary, who came to Iowa with the idea that each should found a church and together they should found a college. It is only right that their names should be mentioned here. They were Harvey Adams of Worcester, Vt., Edwin B. Turner of Monticello, Ill., Daniel Lane of Leeds, Me., Erastus Ripley of Coventry, Conn., James J. Hill of Phippsburg, Me., Benjamin A. Spaulding of Billerica, Mass., Alden B. Robbins of Salem, Mass., Horace Hutchinson of Sutton, Mass., Ephraim Adams of Ipswich, N. H., Ebenezer Alden of Randolph, Mass., and William Salter of New York City. All but one of the eleven mentioned actually carried out the pledge which was taken at what is known as the "haystack meeting" in 1842.

The members of the Band had started their work in Iowa when, at a general association meeting of Congregational and Presbyterian churches in Dubuque in 1846, a resolution offered by Benjamin Gaylord was passed to this effect: "Resolved, that we deem it expedient without delay to adopt measures preparatory to laying a foundation of an institution of higher learning in this territory." Trustees were chosen and a College Association was formed at this time and Davenport was fixed upon as a site for the school. In 1847 fifteen trustees were chosen and articles of incorporation were adopted.

On June 17, 1847, A. B. Robbins, then a home missionary at Bloomington and later of Muscatine and who for twenty years was to be chairman of the trustees, filed the articles of incorporation in his own writing in the office of the

county recorder.

"That year, that month, that day, that hour", says an article in the seventy fifth anniversary edition of The Grinnell Herald published October 18, 1889, from which much of this historical material is derived, "the historical existence of Iowa College began". Included on this first board of trustees were A. Turner, Jr. of Denmark, D. Lane of Keosauqua, J. C. Holbrook of Dubuque, J. A. Reed of Davenport, H. Adams of Farmington, E. Gaylord of Hartford, A. B. Robbins, president, of Muscatine, E. Adams, clerk, of Davenport, W. H. Starr of Burlington, W. W. Woods of Iowa City, H. Q. Jennison of Muscatine, G. C. Beaman of Montrose, J. McManus, treasurer, of Davenport and C. Atkinson of Moline. It will be noted that the names of several members of the Iowa Band were included in this board.

The college started with four professors and forty three students. The first class was graduated in 1854, with the two Windsors, J. H. and William as its only members. During the whole Davenport period from 1854 to 1858 inclusive there were ten graduates. There were no graduates between 1858 and 1865. From the first the college had a reputation for quiet, meritorious work. Of the faculty, Professors Sheldon, Ripley and Lane were scholarly men and good teachers.

The years after 1858 were a transition period, two of them consumed in moving the college to Grinnell. Preceding the move Iowa College was in difficulties. The city of Davenport was opening new streets through the campus and the college sustained a severe blow when a dishonest treasurer got away with \$13,000. When the new treasurer, Julius Reed, got on the train at Davenport headed for Grinnell he had "only a few pieces of apparatus, the meager nucleus



Old Photo of Blair Hall, Grinnell College

of a museum, an old safe containing the college papers and \$9,000 which was all that was left after the debts were paid. This sum of money later became the nucleus for the Carter Professorship.

Now it is time to consider the other side of the picture provided by Grinnell University. From the earliest moment J. B. Grinnell and his associates had the founding of a college in mind and when the town was surveyed it was the plan to set aside some of the choicest lots

for a college campus. In pursuance of this idea, a board was chosen and it was provided that the net proceeds from the lots in the northwest quarter of Section 16 be given to Grinnell University, "with the express provision that the lots should revert to Mr. Grinnell if ardent spirits for a beverage should ever be sold thereon without his consent or that of his legal representatives."

Then followed the creation of the famous "Literary Fund." The first subscription of \$20

each entitled the giver to a vote on all questions of policy and location. Trustees of the fund were chosen. Dr. Thomas Holyoke was president, Amos Bixby treasurer and Henry Lawrence secretary. The board was incorporated and purchased land for the campus from J. B. Grinnell for \$10 per acre. Four or five of the lots were reserved by Mr. Grinnell as a residence, and the rest were sold for the benefit of the fund at \$20 apiece. It was specified with each sale that a residence was to be

erected on the lot. The board set aside block 13 as a public park, and one of its last acts was a deed to the Congregational church and Society of lots one, two, and three in block 14. The temper of the times is shown by a quotation from the articles of incorporation of the Fund which contained the following provision: "Sentiments not of a strictly evangelical character shall never be taught in any institution or institutions founded by this body corporate."

When the assets of the Literary Fund were turned over to the trustees of Iowa College, the board controlled 113 unsold lots of an estimated value of \$11,300 and notes due the fund totaled \$2,490. "When the merger was finally made", remarks The Herald article, "Grinnell University had more money to contribute than did Iowa College."

The merger, by the way, was only accomplished after serious competition from other cities seeking the college, among which may be listed Anamosa, Muscatine, Des Moines, Maquoketa, Marion, Fort Dodge and Webster City, all of which presented proposals.

The first college building, East college, 42x70 feet, three stories high with a basement, was completed in 1861 and burned down in 1871. This was the first heavy blow sustained by the college. Others were to follow.

The infant institution profited from the services of Professor Leonard F. Parker, whose long association with Grinnell began in 1856, when he took charge of the public school then known as the Union or Graded school. At first he was all alone. In four years more there were three teachers in the public school and three in the college. By the time Iowa College arrived on the scene, Professor Parker had built up a flourishing academy and had thirty students ready for advanced work. He was chosen principal of the preparatory department.

In 1862 Rev. George F. Magoun was elected president and accepted in 1864, after he had finished his duties to his church. He was given a year's leave of absence which he spent in Europe and entered upon his duties in March of 1865. His arrival was greeted with a celebration, complete with bonfires. He was especially in-



Early Panorama of College

trigued by the fact that a plank sidewalk had been laid so that he would not miss the pavements of the old world.

President Magoun found a struggling college with a faculty of six members. A man of learning and unyielding Puritan principles he went to work. His first class of twelve freshmen graduated only three members in 1865, so greatly had the student body been shattered and scattered by the War Between the States, in which Grinnell students bore a noteworthy part for the Union. In the basement of Herrick chapel may be found a tablet giving the names of those who gave their lives in the great struggle.

The fire which destroyed East college took the first chapel, the first museum, the library and the first chemical laboratory just finished and not yet occupied for a day. By that time there was also a West college which took up the slack. The West College chapel was turned into three recitation rooms separated by partitions of matched flooring. The partitions parted as a result of the heat from the stove, "so any recitation anywhere could be heard everywhere," according to The Herald story.

In 1882 came the crowning disaster, the Grinnell cyclone, which reduced both college buildings to rubble.

Two students were killed and others seriously injured, among them D. W. Brainard, who survived to become the architect of the present president's house.

The cyclone occurred on the eve of the college commencement, but the graduating exercises were held notwithstanding the tragedy and the cyclone class of 1882 became one of the most distinguished in the college history.

The story of how the college

rallied from the shock is told elsewhere.

From this point on the story of the college is more or less familiar. Under President Magoun the institution grew slowly. College life was conducted on Spartan principles, but the spirit was high and ideals were lofty. Students came for an education and life was real and life was earnest.

For 22 years Dr. Magoun kept the helm, before he retired, full of years and honors. In 1887 he was succeeded by George A. Gates, young, aggressive and liberal; a stimulating influence. Under him new blood was infused into the faculty, the curriculum was modernized, and the religious life of the college was liberalized. Five additional buildings were erected. Dr. Gates' regime was ended by the Herron episode, which provided the college with much unwelcome publicity. He resigned in the spring of 1900 and three years later, a period during which Professor J. H. T. Main was acting president, Dr. Dan Bradley became president for a brief three year term. Carnegie library was erected during his administration and the campus was greatly beautified.

Dr. Main was elected president in 1906. During his fruitful period in office, which ended with his death, the college attained national recognition as one of the best in the nation. His great material contribution was the erection of the women's quadrangle and the men's dormitories. Herrick chapel, the "Y" building and the alumni recitation hall were also erected under him.

Dr. Main's successor, Dr. John S. Nollen, took over the reins during the depths of the 1931 depression. It was a difficult time, but Dr. Nollen held the college together and high stan-



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dards were maintained. Following his retirement in 1940 Dr. Samuel Nowell Stevens was installed in the position he held until June 7. He was Grinnell's sixth president. His administration had witnessed the addition to the college equipment of Darby field house, Loose hall of the women's dormitories, Younker hall of the men's dormitories and the new science building, generally recognized as one of the best designed and equipped in the middle west. An ambitious building plan

looking toward the revamping of the entire campus has been drawn up and is being realized as rapidly as possible. Dr. Stevens saw the college through the stress of World War II and under him a campaign to enlist the support of alumni in their alma mater is making steady progress.

Grinnell College, child of the devotion and consecration of the pioneers, is going forward steadily to new heights of achievement.



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Hamilton, Holyoke and Hamlin

The Three Musketeers

No centennial publication is complete without more detailed mention of the three men who were associated with J. B. Grinnell in the founding of this community; Henry M. Hamilton, Doctor Thomas Holyoke and Rev. Homer Hamlin. All too often they are only names today but they exerted a real and constructive influence on the little settlement.

HENRY M. HAMILTON

The most able and forceful of these "three musketeers", looked at in the light of the present day, was Henry M. Hamilton. He was only 23 years old when he and Mr. Grinnell first met. In 1853 he had left Western Reserve college, where he was a student, on account of ill health and had obtained a position as rodman near Marion, Ohio, on the Erie railroad. Here he suffered an attack of typhoid and while convalescing read in the New York Independent Mr. Grinnell's advertisement for men to help him found a new colony in the west. He immediately wrote to Mr. Grinnell and the two men met in Cleveland, Ohio, in February of 1854 and shortly after made the historic trip to Iowa.

Mr. Hamilton's reminiscences deal mostly with his success in persuading the railroad engineers to avoid deep and extensive cuts, making the road easier and more economical to construct. Due to his suggestions the line of the Rock Island, which for a time seemed fated to miss Grinnell, was saved for the community.

In 1859 a meeting was called at Eddyville to consider building a railroad from that town to Cedar Rapids. Mr. Hamilton recalls that he suggested to Mr. Grinnell that they attend the meeting and try to secure this new railroad for Grinnell but writes that "J. B." considered the idea "absurd" and refused to go. Mr. Hamilton, however, persisted, and with a companion

attended the meeting and interested the delegates in the Grinnell route.

In his further account, Mr. Hamilton writes that he was unable to attend the adjourned meeting where his suggestions were adopted. Mr. Grinnell attended and Mr. Hamilton remarks dryly that he was elected president of the new company. This is the railroad which came into being as the Iowa Central and is now the M. & St. L.

Mr. Hamilton was also active in a project to construct a railroad from Burlington through Grinnell to Webster City. Plans were well advanced when the great Chicago fire caused the project to be dropped. Soon after Mr. Hamilton was called to the state of New York by business interests. He took his wife and child with him and never returned.

In the early days, considerable rivalry developed between Grinnell, who had filed on the quarter including the present north Grinnell and Mr. Hamilton, whose holdings were in south Grinnell. Mr. Grinnell had the park, the school and the college site, but much of the early business and the first

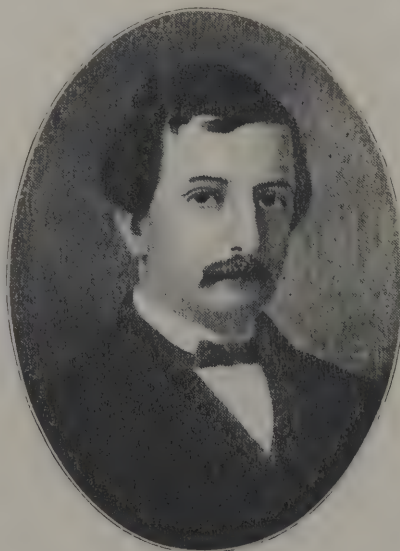
church building erected were in Mr. Hamilton's sector. There is a story that after Hamilton learned that J. B. was setting a width of 100 feet for Broad street on his town plat, he added four feet to the width of Hamilton avenue, which still bears his name.

The Diamond Jubilee edition of the Grinnell Herald says of Mr. Hamilton:

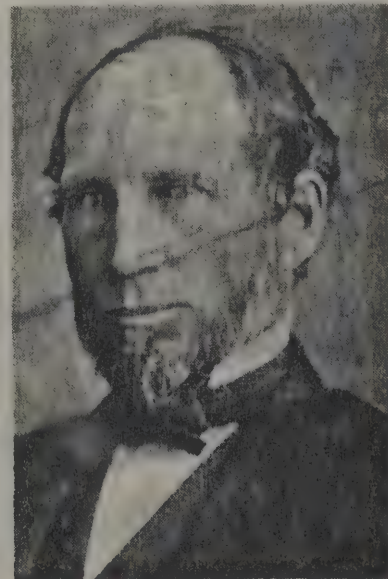
"Mr. Hamilton was a very fine looking man and an aristocrat by nature, a good business man, a man who could see into the future. All who knew him bore testimony to his honesty and straightforward dealing. Any compromise with truth seemed shocking to him. His subsequent career proved that he was a power in any community in which he lived . . . Probably the truth is that the little village of Grinnell was not big enough to hold two such dominant personalities as J. B. Grinnell and Henry Hamilton."

DOCTOR THOMAS HOLYOKE

Dr. Thomas Holyoke was from the first the new settlement's "beloved physician" and he was a busy man. He came of English and Scottish ancestry and



Henry M. Hamilton



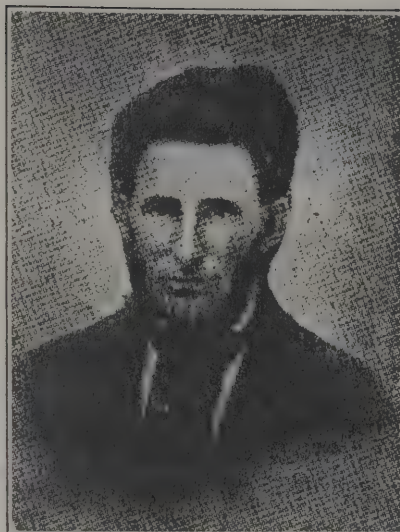
Dr. Thomas Holyoke

was born in Brewer, Maine, March 16, 1818. He graduated in medicine from Harvard in 1847, the thirteenth Holyoke on the college rolls. When he joined Mr. Grinnell he was practicing medicine in Searsport, Maine. After 1854 he bore a prominent part in the affairs of Grinnell town and college and of the state. He served on committees, boards of directors and organizations of all sorts concerned with the upbuilding of the community. He served the college as professor of chemistry, physiology and agriculture in the early days and also was elected to the state legislature. He also established the town's first drug store on the present Preston corner.

Mr. Holyoke's wife was one of the first women to reach the new settlement, arriving with Mrs. Bixby, each with a little boy. Mr. Grinnell met them in Iowa City and the rest of the journey was made by wagon without paint or springs.

One of the boys, Willie Holyoke, grew to manhood in Grinnell. The other, Harry Bixby, died in early youth and is buried in Colorado.

A careful and conservative



Homer Hamlin

man, Dr. Holyoke was a respected and honored citizen. His last days were spent in Grinnell. He died here March 31, 1891.

REV. HOMER HAMLIN

Last but not least of the "three musketeers" was Rev. Homer Hamlin of Wellington,

Ohio. His ancestry traced back to a London Puritan, James Hamlin, who fled the tyranny of Archbishop Laud in 1639 and came to America in search of religious freedom. He settled at Barnstable, Mass. Seventy five of his descendants fought in the Revolutionary war and 350 in the Civil war.

Homer Hamlin came to Grinnell in search of health. He was always conscious that he had not long to live but passed fourteen happy and eventful years in the new community.

Owing to his feeble health Mr. Hamlin was unable to take the active part of his three associates in the affairs of the new town but he took a keen interest in everything that tended toward the community betterment. He was a strong anti-slavery man and he and his wife helped many fleeing slaves. His wife is listed as instructor in French on the faculty of Grinnell university.

A deeply religious man. Rev. Mr. Hamlin shared in preaching services in the new town when he was able.

He was the father of the late G. H. Hamlin, former Grinnell banker.

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JOHN BROWN

There is another incident of early Grinnell in War days which merits a place in this chronicle. It is the visit of John Brown in March of 1859, Brown was headed east from the guerilla warfare in Kansas for his unsuccessful attempt on Harper's Ferry.

Brown came alone to the Grinnell home, rang the bell and introduced himself to Mr. Grinnell as "the awful Brown." He reported that there were 16 in his party with horses and that they badly needed rest over the week end. They had come from Missouri, where they had killed a slave owner, stolen some horses and taken some slaves. Grinnell had just been reading in the New York Tribune that Brown was leading a party of fugitives through Iowa to Canada, that a reward had been offered and that U. S. Marshals were expected to capture the party.

Grinnell extended a welcome, and Brown accepted an invitation to tea. Grinnell writes: "His attention to the little girl, our prattling Mary, soon brought her playfully to his knees."

When Brown explained his needs, saying that he traveled on Sunday only when necessary, Grinnell opened the door of his parlor, later known as "the Liberty Room" and placed it at his disposal and also offered the stalls in the barn which were not taken. The rest of the party, he said, could stay at the hotel.

Grinnell describes his unusual visitor as follows: "He stood very erect for a man nearing sixty years, and wore a long, full beard, almost white, with hair parted and standing up, suggesting Andrew Jackson as pictured. The chin was broad, lips compressed, the eye was a keen, light gray, deep set and mild, only flashing in moments of excited action or when crossed in debate. . . There were

no spurs on his boots, and he was only clad in a plain, well worn suit, with nothing to suggest border warfare save a wide rimmed hat and half-concealed pistol."

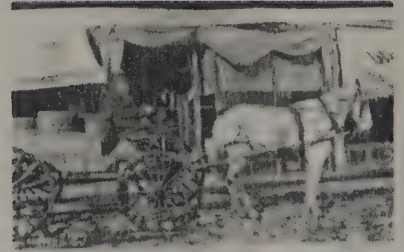
By this time the news had spread and the citizens turned out in force to see the unusual visitors. Mr. Grinnell reports: "There were canvas covered wagons followed by horsemen, altogether a novel affair before the civil war era. Sentinels were placed by strict military precaution and my parlor in the corner was a depository for small arms, ammunition, swords and rifles, some having been brought from concealment under the canvas."

An informal reception was held that evening in the large audience room used for the church, at which Brown spoke, defending his policies in the Kansas border war. A talk was also made by J. H. Kagy, soon to be killed at Harper's Ferry. Brown spoke again at the Sunday evening meeting in the church. Grinnell describes it as "an educational meeting of high order."

In the intervals, Grinnell and Brown, both professional wool growers, had interesting conversations on their mutual interest.

After the Sunday evening meeting Mr. Grinnell found the stage driver waiting with a message from Mr. Workman, U. S. Marshal in Iowa City and a personal friend, warning Grinnell to "get the old Devil away to save trouble, for he will be taken, dead or alive."

Grinnell passed the word along to Brown, who refused to leave that night. That night six of Brown's men slept on their arms on Grinnell's parlor floor. Brown waited through Monday for the marshal to appear, then loaded his wagons and headed for the Quaker settlement of Springdale which he reached



Old Mumf

One of the picturesque figures of early Grinnell was Mumford, or "Old Mumf" as he was familiarly called. A tall and gangling Negro with a beaming, flashing smile, "Old Mumf" had been a slave and was brought to Grinnell by G. M. Christian to work in his hotel. Everybody in Grinnell knew "Old Mumf" and he was a friend to all. He was by way of being a town institution. The picture above shows "Mumf" in the old one horse wagon which he used to drive around Grinnell collecting garbage. The town was never quite the same after "Mumf" died. He was generally believed to have been over a hundred years old when death took him.



safely, remaining until March 10.

Meantime Grinnell had gone to Chicago and, as a wool shipper, arranged that a car should be dropped off at West Liberty. The railroad agents were hoodwinked and the slaves were loaded on the car and taken to Chicago and here Allen Pinkerton, the detective, arranged their transportation to Detroit where Brown saw them turned over to the Canadian authorities.

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Brown was greatly moved by his cordial reception in Grinnell, and in a letter to friends in Tabor summarized his visit as including the whole party and teams kept two days without cost, sundry articles of clothing given to captives, bread, meat, cake and pies prepared for the journey, full houses two nights in succession, contributions in cash amounting to \$26.50 and "public thanksgiving to All-mighty God offered up by Mr. Grinnell in the behalf of the whole company for His great mercy and protecting care, with prayer for a continuance of those blessings."

Brown's visit aroused also much hostile comment in anti-abolitionist circles over the state and some of the Democratic press denounced Grinnell as "John Brown Grinnell".

This prejudice was found even in Grinnell itself as evidenced by the fact that determined opposition developed when an attempt was made to admit Negroes to the public school. When L. F. Parker, as head of the school, admitted four Negroes to the primary grade the town became bitterly divided. At a school meeting Parker was sustained by a majority of only eight votes. The next morning two citizens appeared at the school to expel the Negroes but Parker, armed with a club, informed them that he would defend every student permitted by the directors to attend.

The Negroes, however, had not yet reached the school and were intercepted on their way. One of the Negroes, it is reported, mounted a woodpile and shouted: "Gentlemen, we uns come up North to be free; if we can't be free here we'd just as soon die here as anywhere."

For a time bloodshed was imminent but finally the Negroes were persuaded to withdraw and school was closed a few days before the term expired.

It might be added that for many years the room in the Grinnell home in which Brown slept was known as "The John Brown room."

This is another of the largely unsung annals of Grinnell.



The spanking team harnessed to a buggy, a Spaulding of course, stands in front of the business block at the corner of Fourth avenue and Broad street. The corner is now occupied by the Poweshiek County National bank building. The sign on the old First National bank may be seen in the background.



This is the cabin built by the founders when they first came to the Grinnell locality. It was located in Lattimer's grove, west of Grinnell and served as a shelter until the Long Home was built.

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Grinnell Incorporated in 1856

GROWTH OF A CITY

The growth of Grinnell from a struggling frontier settlement to the thriving city of today has been a matter of steady progression.

The year 1856 is important in that respect, because it marked the establishment of the first postoffice here and the incorporation of the town of Grinnell.

Attainment of the postoffice marked the fulfillment of a cherished ambition, as prior to that time the mail intended for Grinnell had been brought to Westfield by stage and transported from there to the infant settlement in a variety of ways. A. N. Lowrey was Grinnell's first postmaster.

In January of the same year a petition for articles of incorporation was adopted and filed with the county judges. The petition was presented at the January session and on April 28 it was granted and a notice of election was published on July 10 calling for an election to choose a mayor, a recorder and five trustees. The election was duly held and Samuel Cooper was elected mayor and W. W. Sutherland recorder. The trustees chosen were S. F. Bruyn, L. C. Phelps, S. N. Bartlett, Stillman Needham and C. G. Carmichael.

The petition for incorporation bore 79 signatures, headed, naturally, by J. B. Grinnell. Presumably every male of voting age in town signed it.

By 1880 Grinnell had attained a population of 2,000 and was reorganized as a city of the first class. The city limits were extended to include an area of 1½ mile from east to west and the same distance from north to south, a total of 2¼ square miles or 1440 acres.

From this point the advancement of the city followed a steady progression. A water system came first, under the administration of Dr. J. R. Lewis, who was mayor from 1891 to

1893. In 1892 at a special election, a bond issue of \$30,000 was authorized to build a system of water works. The project was carried out during the administration of Dr. E. W. Clark, who became mayor in 1893. The system included the first deep well and a water tower with a capacity of 30,000 gallons and a new power house. The work was completed in 1894. The water system from its very beginning has been operated as a municipal project.

Altogether six deep wells have been dug of which numbers 5 and 6 are now in operation. No. 5 has a depth of 2260 feet and No. 6 is 2498 feet deep. The city council has now undertaken sinking of a new well on the site of the abandoned city reservoir on West street north of Second avenue, which was installed about 1917 and has now been replaced by a new million gallon reservoir completed in August of 1952. The old stand-pipe has been replaced by a new one holding 300,000 gallons which was erected about 1917.

A sewer system and paving were the next inevitable steps. The sewer followed closely in the footsteps of the water. The contract was let in 1895, while Dr. Clark was still mayor. The council was composed of H. H. Robbins, J. C. Manly, C. A. Swisher, H. W. Spaulding, C. S. Barnes, John Goodfellow, H. I. Davis and R. G. Coutts, all men prominent in the life of the Grinnell of that day. The contract also provided for the erection of a Cameron septic tank along the Rock Island tracks east of Grinnell.

The Cameron tank proved inadequate and in order to avoid legal complications a new Imhoff tank was installed on land purchased southwest of town. It was supposed that this would solve Grinnell's sewage problem for years to come, but it, too, proved inadequate and in the spring of 1952 a new sewage

disposal plant was completed capable of serving a city with a population equivalent of 14,000 people. This plant has been widely heralded as one of the best in the state and is expected to afford a permanent solution to Grinnell's sewage disposal problem.

Grinnell's first paving was started in 1903, after a period of prolonged agitation and was completed in 1910. A committee of business men chose bitulithic paving, and the wisdom of their choice has been demonstrated over the years. With occasional resurfacing, the paving installed then is still giving good service. The paving proved so satisfactory that a general demand arose for more and in 1916 more streets were added and now the system of paved streets covers 14 miles and Grinnell mud is pretty much a thing of the past.

Board side walks went out soon after 1900 and since that time only cement or stone walks have been laid.

More recent developments within the memory of all are street widening in the business section and the curb and gutter program.



This building at the corner of Fourth avenue and Main street now occupied by the Woollen shoe store, was for many years the home of the Citizens National bank. H. W. Spaulding served for many years as its president and H. F. Lanphere was cashier. It was later consolidated with the old Merchants National bank.

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The Old Tavern

---At Westfield

Ever since the inquiring reporter came to Grinnell to live he has heard reports that the old tavern which once served stage coach passengers at Westfield was still in existence on some farm in the neighborhood, relegated to the status of a hog house or some such humble capacity. The story has always intrigued him and he always planned to investigate it, but he never had until now.

The other morning, after some telephone inquiries had not gotten him much of anywhere, the reporter climbed into his car and started off to investigate. The evidence at hand led him to the farm occupied by Jim Peak, about a quarter of a mile west of the Westfield school house on the south side of the road. This is the road that one takes when he turns west at the Blakely corner. Jim rents the farm from Martin Pearce, who inherited it from his father, Seth Pearce.

When the reporter stopped his car in front of the house, Jim came over from the barnyard to see what all the disturbance was about and the reporter popped the big question, "Do you know anything about the old tavern?"

"You've come to the right place", said Jim. "There's what is left of it", and he pointed to a pile of timbers out in his back yard.

Contrary to other rumors picked up by the reporter, Jim says that this was where the tavern was really located in the days when the stage coach was the only means of transportation across Iowa's wide prairies. In the back yard is a pump which he says marks the old well which provided the tavern water supply. Jim said that when he moved to the farm in 1935, the old building was so

far gone as to be past repair, although enough was left so that he could run his truck under it. Since then it has deteriorated until nothing is left but a pile of lumber. The building was solidly constructed of good hard wood, he said, including a lot of walnut. Wooden pegs were used instead of nails. So good was the construction that the walls held together solidly for years even after the roof was gone.

"The site of the old town of Westfield was right along here", said Jim. "The land along the road here was divided into building lots by planners for the city which never materialized and which died away after the city of Grinnell came into being, and if you go a little farther west you can still pick up fragments of brick from the old brick yard. And you can still see the open places in the woods where the stage road wound through the timber."

In order to make his voyage of discovery complete the reporter asked Jim about the monument which marks the spot where a Mormon baby was buried during the trek of the Mormon bands to their new home in Salt Lake City. The spot was marked by a tablet by the D. A. R. and American Legion some years ago.

Yes, said Jim, the monument was a mile and three quarters on west, where the road turns south at Bethel Grange. So the reporter drove out there, got out of his car and poked around, but couldn't find any monument. He dropped in at John Thompson's house close by, and John knew all about the monument and showed where it was. One would never find it unless he knew where to look. It stands on top of a prairie knoll well

above the level of the road and on the right hand side just at the curve. In the old days the road formed a right angle turn there, so that the grave was on the left hand side at about road level, but now the curve has been made more gradual and the grade has been lowered.

It is a tiny little marker of stone set in the ground. Inset is a plaque, bearing these words: "Mormon Infant aged 18 months died en route to Utah.

Grave located October, 1937, by Mr. Hale Bump, pioneer resident of Westfield community.

Witnesses were Mrs. M. F. Scandrett, Nelle Holloway and O. Dale Smith.

Grinnell Chapter D. A. R. and American Legion."

That is all there is left to tell the story of the hardships of that long march and the heartbreak of the parents who were forced to leave their little one in its lonely grave on the wide prairie.

Those Stage Coach Days

The Mormon march also recorded another tragedy when a man named King took his gun from the wagon and shot himself. The body was buried in the Pearce cemetery.

The reporter returned to Grinnell satisfied that his morning of historical research had been productive of results.

In the Diamond Jubilee edition of The Grinnell Herald published in 1929, appears a more detailed account of Westfield, the ghost town that never grew, written by Mr. and Mrs. E. E. Bump. Westfield was one of the scattered communities which sprang up along the stage road and one can imagine what a busy place that old tavern was when the stage creaked to a stop before it and the dusty driver swung down from the

box and the hungry passengers swarmed out looking for rest and refreshment.

The Bump article says that the tavern was kept by Mr. Simpson, who was also a United Brethren minister. It had a very large barn, which would accommodate two stage coaches, each with four horses. The tavern building also was occupied by the general store and postoffice. In addition to running the tavern and holding occasional church services in the school house, Mr. Simpson also doubled as a lawyer and held court in the tavern building. Mr. Simpson later moved to a farm near Kellogg. He had four sons, one of whom was a doctor in Grinnell back in the eighties.

Westfield of that day, write Mr. and Mrs. Bump, was a small but lively little town. Rodney Clark ran a saw mill on the county line east of the Matteson corner from 1860 to 1862. The grove in that region was called Lattimer's grove for Nathaniel Lattimer, one of the first settlers. It was in this grove that J. B. Grinnell built his first cabin. The town had only one street on the north side of which, near the grove which for many years has been Grinnell's picnic ground, stood the school house which took care of all the religious and social life of the community as well as a school. The United Brethren held services there. Rev. Peter Fisher was the pastor for many years and also had the care of a large part of the surrounding country.

Next to the school house stood the Daniel Van Treese home and the home and blacksmith shop of Eph Palmer who later moved to Grinnell. At the east end of

the street stood a store and south of the store A. M. Chapman built a nice home and started a brick yard back in the woods. Special mention is made in the Bump article of the Lattimer home, a large, low rambling house with a big barn across the road which could house a stage and four horses.

The Westfield school was moved in 1865 or 1866 a mile east to the cross roads where the present building now stands. Sunday school and church services were also held there for a time.

On a wooded hill south of the school house stands the Westfield church, about which much of the community life centers. It is also the home of the Westfield Grange. Services are held there regularly. It is a charming rural church building erected in 1901.

In the rear of the church lies the historic Westfield cemetery, formerly known as the Pearce cemetery. It is beautifully located with a wide view over the surrounding country and is carefully and lovingly kept up. Here are to be found the graves of the earliest pioneers, the quaint old headstones contrasting with the more elaborate memorials of the present day. Graves are to be found here going back as far as the early fifties, a mute record of those who braved the hardships and experiences of those pioneer days in a new country. This is undoubtedly one of the oldest and most interesting cemeteries in the county.

Where once the town of Westfield reared its hopeful head are now to be found prosperous farms and pleasant farm homes. The town failed to develop, but Westfield has always been a fine, forward looking community

and is possessed of an interesting history all its own.

Before leaving the subject of the old tavern, it should be added that Judson Blakely has another theory. Judson was born and brought up at the Blakely corner, on No. 146 south of Grinnell, the son of A. J. Blakely, pioneer farmer who acquired a wide reputation as a breeder of Merino sheep.

When Judson was a boy growing up, an excavation for the cellar of an old building existed in a field about a quarter of a mile northwest of the corner where the road to Westfield turns west. The land was formerly owned by Judson's father and is now the property of his sister, Miss Helen Blakely. Judson plowed in the excavation years ago and now there is nothing left of it.

Judson had always been given to understand that this building had been used as a stage stop. It was moved at an early date to a farm owned by Jack Brown, now the Comerford farm and was used as a residence until the new Comerford home was built, when it was either torn down or moved away. If this was the old tavern it was probably moved to the Jim Peak place. Judson does not insist on the truth of his theory but this is what he remembers.

Anyway, what is certain is that all that is left of the old tavern is a heap of lumber in Jim Peak's back yard.

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First Paper In 1868

Grinnell Newspapers

When it comes to a history of Grinnell newspapers the writer feels that his foot is on his native heath, owing to his long and intimate connection with the local newspaper field. For this reason it is fascinating for him to trace the development of the fourth estate in Grinnell from its humble beginnings to its present well established position.

Grinnell is like all towns of its size. It has always had newspapers and up to the time of the consolidation of The Herald and The Register in 1936 it had had two, all or most of the time.

Of these papers The Grinnell Herald was the oldest and up to its latter days the most influential, until The Register, under the direction of Charles K. Needham and his wife Nell assumed equal stature.

The Herald was established March 18, 1868, under the name The Poweshiek County Herald by A. R. Hillyer and Company as a six column folio printed weekly. It was not the first paper in the county, that honor going to The Montezuma Republican, which was established in 1856, but it came close.

The infant Herald had an ambitious motto, "Independent in everything, neutral in nothing" and proudly declared in its opening editorial, "Whatever we believe to be right we shall fearlessly advocate and whatever wrong, we shall fearlessly condemn, whether it be of local or general character. In politics we are Union to the core and believe every act tending to its dissolution to be treason."

For these quotations and for the following details about early newspapers in Grinnell, the writer acknowledges his indebtedness to a History of Poweshiek County, written by Professor L. F. Parker.

As usual in newspapers of that early day, The Herald experienced numerous vicissitudes



W. G. Ray and his Spaulding car in front of the new Herald Office

and changes in ownership. In 1869 it passed for a time into the hands of Hillyer and Evans and S. F. Cooper (perhaps better known as Col. Cooper) and J. F. Chamberlain, the "Josh" Chamberlain who was later Grinnell college librarian, became publishers December 15, 1869. Col. Cooper withdrew from the firm August 17, 1870 and on August 16, 1871, the paper was enlarged for the second time and took the name The Grinnell Herald, which was what everybody called it anyway and under which it went the rest of its life. In it appeared The College News Letter edited by members of the faculty and students and a religious column provided by local clergymen.

In a valedictory editorial on Jan. 11, 1872, Mr. Chamberlain announced that S. A. Cravath would become associated with him and "man the laboring oar" and the paper continued under the ownership of Cravath and Chamberlain until November of 1873, when Mr. Chamberlain retired and Col. Cooper appeared

on the scene again. Col. Cooper also functioned briefly as part owner and publisher of The Montezuma Republican. He shared the editorship until May of 1874, when Dr. Cravath became the sole proprietor.

During this period The Malcom Gazette and The Searsboro Journal were issued from The Herald office for about two years and The Gilman Advertiser was published there for about one year. The News Letter became an independent publication and later developed into The Scarlet and Black, the present college newspaper.

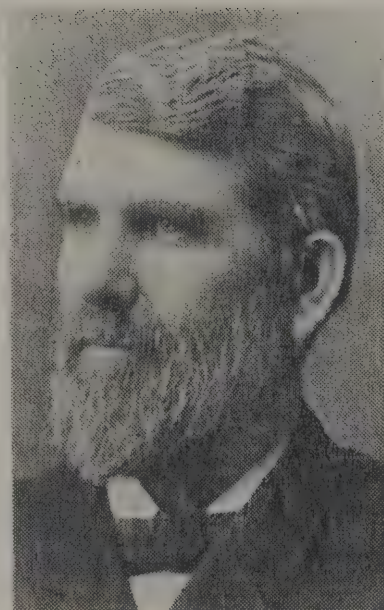
Under Dr. Cravath's regime The Herald gained added stature and influence. It had the largest circulation in the county and developed into a valuable property. Albert Shaw, then a young college graduate and later founder and editor of the influential magazine, The Review of Reviews, joined the staff as associate editor on Nov. 17, 1879. In his salutatory he remarked: "I do not regard a local paper as an avenue to glory, but as a field which, pro-

perly tilled, will afford an honest living and an abundant opportunity of usefulness in the community." Mr. Shaw was responsible for the news coverage given in *The Herald* at the time of the Grinnell cyclone in 1882.

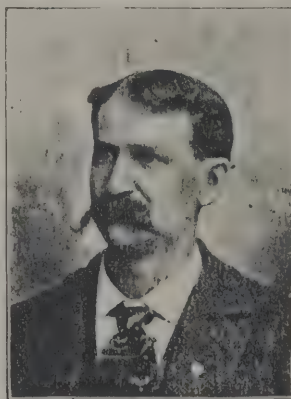
In 1890 W. G. Ray came to *The Herald* and was co-publisher with Dr. Cravath until the latter's retirement in 1894 from the active management. Mr. Ray, who had previously served as superintendent of the Grinnell schools, thus began an association with the paper which continued until his death on Jan. 30, 1936. He was a driving, energetic publisher and under his guidance the paper grew by leaps and bounds. He was a leader in Republican politics, served in the 26th and 27th General Assemblies of Iowa, was postmaster for four years, served as mayor of Grinnell, was president of the Iowa Press association and Poweshiek County's first master editor and filled many other positions of trust and honor.

R. McDonald held an interest in the paper with Mr. Ray until 1899, when he sold it to G. W. Cowden, another graduate from the school superintendency. Austin Haines, "an unusually bright and breezy writer", according to Professor Parker, had an interest from 1905 to 1909, during which time the firm name was Ray, Cowden and Haines. In 1908 Mr. Cowden left *The Herald* and took over *The Grinnell Register* which A. L. Frisbie had been publishing and in the exchange Mr. Frisbie went to *The Herald*. The firm name was then Ray, Haines and Frisbie and on Mr. Haines' retirement to sell Florida land, the partnership of Ray and Frisbie was formed, continuing until the death of Mr. Ray and the consolidation of *The Herald* and *The Register* on Feb. 1, 1936, to become the present *Herald-Register*.

It had been the plan to announce the consolidation on that date but on account of Mr. Ray's death the announcement was deferred and the new *Herald-Register* was published for the first time on Feb. 13. The new firm was composed of C. K. Needham and A. L. Frisbie under the firm name of Needham and Frisbie, and continued to function until July 28, 1938.



S. A. Cravath



W. G. Ray

Tom Murphy and Ralph E. Overhulser of Red Oak bought the interest of Mr. Needham. W. N. Kueneman became business manager and Mr. Frisbie continued as editor. On January 7, 1943, Kenneth C. Crabb, also a president of the Iowa Press association succeeded Mr. Kueneman and purchased the Murphy controlling interest and on May 1, 1944 Mr. Crabb sold to L. B. Watt, the present publisher.

THE GRINNELL REGISTER

The Grinnell Register had an even more variegated career and in its early days operated under various names and politics, although it was Republican most of the time. For much of its life, until the advent of the Needhams, it was overshadowed by the superior prestige of *The Herald*, but it was

of hardy growth and refused to die. It was started in 1878 by James Sherman under the name *The Grinnell Independent*, as a Democratic newspaper. In 1880 J. H. Patton, later a prominent attorney and mayor of Grinnell bought it and conducted it as a semi-weekly Republican publication until 1886, when he sold it to D. S. Beardsley, postmaster of Grinnell under the democratic administration (Grover Cleveland). About 1897 Schoff & Martin merged the *Independent* with *The Signal*, a greenback newspaper under the name *Independent-Signal*. After the Bryan-McKinley campaign John Longshore had the property for a time and under his regime part of the equipment was stored somewhere and apparently never was recovered.

In 1900 L. J. Anderson came from Des Moines, assembled what part of the *Independent-Signal* equipment and machinery he could find and started *The Grinnell Gazette* as a Democratic newspaper. Anderson sold after a few months to G. D. Osborne, who came from Lake City, in July of 1901. Mr. Osborne sold it to E. S. Weatherby and J. H. Patton came back as editor. At the end of a year, Mr. Weatherby sold a half interest in the *Gazette* to Frank Vaughn and this arrangement continued for about a year when Joe Trigg, publisher of the *Rockford Register*, wishing to start a chain of newspapers of his own, bought out Weatherby and Vaughn and put in his son, Paul Trigg, to run the paper, changing the name to *The Grinnell Register* to conform with its Rockford forebear. This regime continued until 1907, when the Triggs sold to A. L. Frisbie, who in turn passed the buck to G. W. Cowen, as before reported. On January 1, 1910, Mr. Cowden, in failing health, sold *The Register* to C. A. Miller who published it with some success until 1914, when the Needham interests took over. Then *The Register* came into its own. The Needhams built a building for it, the present Parish block at the corner of Fifth avenue and Broad street, installed up to date machinery and with the aid of Harry Knapp, a bright young newspaper man who was succeeded by John Garwood after his untimely death, operated

a bright, newsy paper which was soon providing The Herald with plenty of opposition.

Incidentally, the present county clerk, Mrs. Edith Knapp, is the widow of Harry Knapp and daughter of J. H. Patton, editor of the paper during its early days. C. K. Needham's brother, Will Needham, was also associated with the paper briefly during its early days.

This set up continued until the 1936 consolidation.

Looking Backward

Looking back over an intimate association with Grinnell newspapers covering almost half a century, the writer is in a position to contrast Grinnell's well equipped newspaper office with the more primitive layout of the early days. The Grinnell Herald, when he first knew it was housed in a double brick building on Commercial street, built after the plant had been destroyed in the big fire of 1889. The east half contained the business office in front and the press room in the rear. When the press room was in operation, the business office closely approximated a boiler factory. As nearly as can be recalled now, the press equipment included four job presses, the big newspaper press, into which the papers were fed by hand and a pony Optimus, a small cylinder press which was the pride of the office. The bindery occupied the entire upstairs floor on this side.

The entire downstairs on the west side was occupied by the composing room. Upstairs was a sort of news room for the editorial staff, with stock rooms in the rear. One of the big jobs then was toting heavy packages of paper upstairs for storage.

The office boasted one linotype, a startling innovation in those days and a wide assortment of type, since most of the the composition, with the exception of the newspaper body type, was by hand.

The office did have electric power, in contrast to the early days when, according to legend, power was supplied by a white horse driven around a circle.

The Herald in those days was an 8 column, 24 inch sheet, almost big enough for a bed quilt. It was printed two pages at a time and folded by hand. In those days there was little notion of news display. The



The Grinnell Register Building
at Fifth Avenue and Broad

writer rather prides himself on being the innovator who first introduced heads in Grinnell newspapers. They didn't amount to much by present day comparison, but at least they were heads.

The front and back pages were solid plate matter, or patent insides as they were called, and what local news there was was huddled higgledy piggledy into the two inside pages without much attempt at classification. No extra pages were ever run. All the news had to go on those two inside pages and at that, the paper managed to give a pretty fair coverage of news events, which were not so plentiful in those early days.

In direct contrast, The Herald-Register of today is housed in a fire proof building, originally erected as a newspaper office by The Grinnell Herald. There are three linotypes, equipped with fonts of type which do away with the necessity of much hand composition. The paper is printed on an automatic Duplex press and job presses of the most modern type, including a Kluge, take care of the job printing. The paper makes all its own cuts and makes a specialty of its art department to supply pictures of local events to brighten its pages. Where once one or two typewriters sufficed the needs of the staff, there are now six machines in active and almost continuous operation. Where in the old days one man was enough to do the writing



C. K. Needham

and pick up the advertising, the paper now has a full time advertising man and an adequate news staff to keep up with the teeming activities of a busy city. News is adequately displayed and written in proper news form and with careful attention to accuracy. The editorial page has become a regular feature instead of being confined to spasmodic outbursts when the editor felt like it and didn't have something else to do which he considered of greater importance, which was usually the case.

It requires only a cursory glance to discover that the Grinnell newspaper has kept up with the times and is doing its level best to meet the demands of the present day.

Grinnell's Churches

From the days of its earliest infancy Grinnell has been a religious community. As was to be expected from a town founded under Congregational leadership, the Congregational church was first in the field, its founding dating back to 1855, the year after the settlement was first established. The Methodist and First Baptist churches were not far behind, having been organized in 1858. The Baptists, however, have the distinction of having erected the first building in Grinnell for purely church purposes.

Catholic services were begun in 1870.

Altogether there are now in existence and active operation in Grinnell a total of seventeen churches. In addition to those already mentioned are the United Presbyterian, St. John Lutheran, First Friends, Northside Friends, Calvary Baptist, Church of Christ, Christian Science Society, St. Paul's Episcopal, Church of the Nazarene, Seventh Day Adventist, Bethany Lutheran, First Assembly of God and Glad Tidings Assembly of God. The Calvary Baptist, Northside Friends, Glad Tidings and Bethany Lutheran represent splits from the parent churches because of doctrinal differences.

As attesting the fact that religion is important in Grinnell, it need only be stated that during the past two years four new churches have been built and dedicated in Grinnell by the First Baptist, Congregational, St. John Lutheran and Episcopal denominations.

While it is impossible in this space to cover all the churches of Grinnell in detail, some facts are given here with regard to those with a historical background.

FIRST CONGREGATIONAL

Starting with the very founding of the community divine worship was an essential part of Grinnell life. In the early days these services were under

Congregational auspices but were attended by all settlers regardless of denominational leanings.

The very first service was held in April of 1854, the month following the founding, in the log home of Perry Matteson, three miles west of the town site. Seven adults were present. The second meeting was held in the cabin of Mr. Oakley with a doubled attendance. At the third meeting, held out of doors, the attendance had doubled again. The fourth service, the first actually on the town site, was in the Long Home. From then on until winter, meetings were held regularly each Sunday, either in the Long Home or in the Anor Scott store. Worshippers, it is reported, sat on counters, chairs borrowed from homes and seats from lumber wagons. A barrel topped with a candle box provided the pulpit. After the weather became cold services were held either in the first hotel or in private homes.

The church was formally or-

ganized on April 8, 1855, at a meeting in the parlor of the Loyal Phelps home located on the west side of Broad street opposite the park. The names of the charter members are as follows: Rev. J. B. Grinnell, Mrs. Julia A. Grinnell, William A. Ford, Mrs. Lydia W. Ford, Thomas Holyoke, M.D., Mrs. Mary C. Holyoke, Gideon Gardner, Mrs. Naomi Gardner, Anor Scott, Emory S. Bartlett, Sumner Bixby, Mrs. Sarah H. Bixby, Miss Lucy Bixby, Abraham Whitcomb, Mrs. Mary Whitcomb, Mrs. Levi H. Marsh, Mrs. Edith Marsh, Mrs. Harriet B. Scott, and Mrs. Charlotte Patterson. Mrs. Patterson, incidentally, was the first person buried in Hazelwood cemetery.

The charter members came from seven different states and one, Mrs. Patterson, from Scotland.

Two unique provisions appear in the first constitution of the church. The first provided that "No person who upholds or justifies slavery shall be a member of this church." This was the tenth article of the constitution.



The old Congregational Church which preceded the Stone Church

The eleventh read; "No member shall use intoxicating liquors, distilled, malt or fermented, as a common beverage, nor shall any member traffic in them to be so used."

The first church building, which was used also as a school, was erected in June of 1855. It was located about where Stewart Library now stands. This site was later given by the Congregational church to the city for library purposes.

In June of 1856, the congregation moved to the upper room of the new school building, and in June of that year the General Association of Congregational churches held its meetings there.

This upper room served as a church home for four years, but in 1860 a real church home was erected. It was built in the form of a capital T, 80 feet the longest way and 50 feet broad at the ends. During its 19 years of service the building was enlarged three times. Built to seat 400 people it was finally enlarged to accommodate 700. This church building was for years the center of the community cultural life.

In 1877 the Old Stone church was erected and served until last year, when it was torn down to make room for the modern church home which now occupies the site. On those days it was customary to sell the church pews and Wendell Phillips made a gift of \$500 on condition that one pew should be forever free to colored people. This pew was marked at each end by a metal tablet bearing his name and was preserved in the church until it was torn down.

Grinnell was fortunate in those days in that it possessed a number of clergymen as residents, so that supplying the pulpit was no problem. The incumbents in those early days received no compensation. Rev. J. B. Grinnell was the principal preacher until he went to the legislature in 1856. Others who served were Rev. Samuel Loomis, Rev. S. L. Herrick, Rev. Homer Hamlin, Rev. Julius A. Reed, Rev. Edward Cleveland, Rev. Job Cushman and Rev. Lucius C. Rouse.

The first paid minister, Rev. G. W. Hathaway was called from his church in Maine, but his stay was of brief duration.

Rev. Samuel D. Cochran was the first real pastor. He served from July 17, 1863, to April 13, 1868. Rev. W. W. Woodworth came in May of 1870 and remained until 1875. He was succeeded by Dr. Julian M. Sturtevant, who filled the pulpit from February 1877 until November 1884. A big man, with a ruddy face and snow white whiskers, he was greatly beloved by his people. During his pastorate the stone church was erected.

John Safford served from May 1885 until October 1888. His ministry was featured by a great revival which brought 294 members into the church. Her-



bert M. Tenney served from 1889 until 1891 and was followed by Rev. E. M. Vittum whose long pastorate began in 1891 and continued until 1906. During his pastorate the Grinnell church for a time was the largest Congregational church from the New England states to California. In 1904 the church entertained 600 delegates to the annual meeting of the American Board.

Succeeding Rev. Mr. Vittum were H. M. Dascomb, 1907-1910; T. Percival Marston, 1911-1914; and E. W. Cross, 1915-1925. While Rev. Mr. Cross was overseas as an army chaplain during World War I, Rev. Mr. Vittum again supplied the pulpit.

Edward F. Bosworth was pastor 1926-1928 and W. W. Bolt came to the church in Septem-

ber 1928 and continued as pastor until his death in October of 1930. After an intermission of a few months, he was succeeded by Rev. Robert Inglis, who preached his first sermon Feb. 19, 1931. He preached his last sermon as a pastor at the dedication of the chimes and altar cross on July 16, 1938, and on Nov. 1, 1939, Rev. Leland W. Mann, the present pastor, came to the church. During World War II, when Rev. Mr. Mann was serving as a chaplain in the air force, the pulpit was supplied by Rev. Walter H. North.

FIRST BAPTIST CHURCH

To the Baptists goes the honor of having erected the first church building in Grinnell. It was completed in April of 1859, the year before the Congregationalists built. It stood at the corner of West street and Second avenue.

The church was organized May 14, 1858, with the following charter members; G. W. Cook, C. V. Smith, Electa Smith, Oliver Langworthy, Maria A. Langworthy, O. B. Watrous, Minerva Watrous, George M. Doud, Debora Hayes, Sara Hayes, C. D. Kelsey, Olive Bailey, Laura Delahoyd, Phoebe B. Smith, John T. Hayes, R. G. Perkins, Sarah Perkins, Nancy L. Perkins, Elmira Perkins, Luther Stowe, Phoebe Stowe, Ruth Stowe and James W. Doud.

The first baptisms were held in what was known as the college botanical gardens, where the new Episcopal church now stands. A dike was erected across a depression where water collected during heavy rains and planks were laid as a floor and driven in at the ends of the pool to keep the earth from sliding in. There the ordinance of baptism was administered in the presence of large audiences.

For some time after organization the church held services every fourth Sunday in the school house. Rev. Thomas Brande first supplied the pulpit, coming with his bride in 1857 and Rev. F. D. Rickerson accepted a call to the pastorate in the summer of 1858. It was under his pastorate that the new church was built. Under the next pastor, P. D. Hartshorn, in October of 1864, the location of the church was removed to the corner of Fourth avenue and

Park street, where it remained for many years. It occupied a site given for the purpose by the railroad company (which railroad not specified.)

The next pastor was L. L. Livermore and in 1868 Rev. Mr. Brande returned to give the church ten years of loving service; the longest pastorate in its history. Mrs. Brande acquired lasting honor by giving her husband loyal support during his pastorate and extending her aid to succeeding pastors until her death in 1926 in her 90th year.

It is appropriate to note in this connection that the funds which made the erection of the new Baptist church possible, as well as funds for the Boy Scouts and Camp Fire Girls were left by E. B. Brande, son of Rev. and Mrs. Brande and by his son, Dawson Brande, in memory of the devoted pastor and his wife.

The present beautiful new church was dedicated last year under the leadership of the present pastor, Rev. C. E. Kingsley.

METHODIST CHURCH

History of the Methodist church in Grinnell also dates back to 1858 when a class was formed by Rev. Abner Orr with the following charter members: A. E. Ellis, Sarah E. Ellis, W. W. Sargent and wife, Nathaniel Ellis and wife, Mrs. Jane Black, A. P. Cook and wife and William Gould and wife. A complete organization was effected April 1, 1865, when Nathaniel Ellis, A. C. Cook, R. J. Kenyon, Elzy Hiat and Salvador Hayes were elected as trustees.

Up to this time services had been held in the school house but after the organization was completed a building was purchased and services were held there. In 1868 a lot was purchased at the corner of Fifth avenue and Park street, the present location of the church and a building 40 x 60 feet was erected during the pastorate of Rev. Dennis Murphy. This building with some enlargements served the congregation until the close of the pastorate of Rev. Morris Bamford in 1894, when the membership had almost reached the 600 mark. Under the pastorate of Rev. J. W. Hackley in 1865, the present parsonage lot was secured, the old frame church building was moved away and the present



The Old Stone Church



The first Catholic Church at the foot of West Street

stone church was erected.

A pipe organ was installed during the pastorate of Rev. J. M. Brown.

The church enjoys the distinction of having furnished two bishops to the denomination in the persons of brothers, Edwin S. Hughes and Matt S. Hughes, both sons of a former pastor, Rev. T. B. Hughes. Rev. Matt Hughes also served as pastor for a short time and under his pastorate the church enjoyed one of the most significant revivals in its history. The revival started spontaneously in 1891 during a midweek prayer meeting and spread over the entire community. Another notable revival was in 1893 under the

pastorate of Rev. Maurice Bamford. Dr. John DeLong, succeeding Rev. W. F. Overhulser, is the present pastor.

CATHOLIC CHURCH

The setting for the first Roman Catholic mass ever pronounced in Grinnell was the sitting room of the John Smith home at the corner of Third avenue and West street. That was in the fall of 1870 and there were then just three Catholic families in Grinnell. This home continued as the religious center for the Catholics until 1884, when they erected their first church at the south end of West street.

For the first two years the

church was served by Father Harten of Marengo who was succeeded by Father C. A. McCabe of Brooklyn, who commuted to Grinnell to hold mass at least one a month for seven years, 1873-1880.

From 1880 to 1884 Father Kampker of Brooklyn divided his time between Brooklyn and Grinnell. During his regime and under the active leadership of B. J. Carney two lots were secured and the new church was dedicated by Bishop Cosgrove of Davenport.

The present St. Mary's church at the corner of Fifth avenue and Broad street on the lot formerly occupied by the Edson home was erected under the pastorate of Father M. J. Hannon, the first resident priest. Building was commenced in the summer of 1926 and completed Jan. 1, 1927. The first service was held the third Sunday in January and on Feb. 22 the church was formally dedicated with impressive services. The dedicatory address was given by the Very Reverend W. P. Shanahan of Iowa City.

Rev. Father Hannon served the church with ability and devotion until his death on Jan. 24, 1934. The present pastor is Rev. Father Vincent A. Walsh.

Other churches have grown up in Grinnell and have carried on a consecrated service but lack the historical background of those mentioned. The United Presbyterians built their church about 1902 and St. John Lutheran completed their beautiful new edifice this year with impressive dedicatory services. The church was organized in the fall of 1911. The new Episcopal chapel is also a distinct contribution to the churches of Grinnell. St. John Lutheran sold its former church on Elm street to the newly reorganized church of Christ and the Good Tidings Assembly of God purchased the former First Baptist church.

DIRECTORY OF GRINNELL CHURCHES

Congregational: Fourth avenue and Broad street, Rev. Leland W. Mann, D.D., pastor.

Methodist: Corner of Fifth avenue and Park street; Rev. John DeLong, pastor.

First Baptist: Corner of Fifth avenue and East street; Rev. C. E. Kingsley, pastor.

Calvary Baptist: Sixth avenue and Hamlin street; Jay Lester



The old First Baptist Church, now the Glad Tidings Assembly of God.



The Methodist Church with the old high school in the left background

Williams, pastor.

United Presbyterian: Fifth avenue and State street; E. E. Beattie, pastor.

St. Mary's Catholic: Corner of Fifth avenue and Broad street; Rev. Vincent A. Walsh, pastor.

St. Paul's Episcopal: South of college campus; Rev. J. Gregori, pastor.

St. John Lutheran: Corner Eighth avenue and East street; Donald Loots, pastor.

Bethany Lutheran: On Spring street; L. R. Schmidt, pastor.

Christian Science Society: 611 Sixth avenue. Regular services.

First Friends: West street

south of Second avenue; Rev. C. O. Whitely, pastor.

Northside Friends: 1110 West street; Rendel L. Cosand, pastor.

Church of Christ: 1127 Elm street; Sunday services. Ralph Maier, pastor.

First Assembly of God; 619 Broad street; Donald E. Skiles, pastor.

Glad Tidings Assembly of God: Fourth avenue and Park street; T. W. Stark, pastor.

Church of the Nazarene: Corner of Third avenue and Elm street; Rev. Evelyn McKinney, pastor.

Seventh Day Adventist: 1112 Spring street; Sunday services.

Greetings To Grinnell . . . on 100 years of Progress



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AS NEW AS TOMORROW**

- ★ **Complete Self Service — If You Wish**
- ★ **Air Conditioned For Your Comfort**
- ★ **Free Delivery Service**
- ★ **Designed for your Shopping Comfort and easier living**
- ★ **Prescription Service—The Most Important Part of Our Business. Three Registered Pharmacists on duty at all times to give you prompt, accurate and courteous service.**



- Serving Grinnell for 16 Years -

Centennial Greetings to Grinnell from the entire Cunningham Drug Store staff.

We join in paying tribute and honor to those who founded Grinnell and to those who followed after, building the pleasant and wonderful community which we call home . . . Grinnell.

For the past 16 years we have served the Grinnell public in our drug store. Our con-

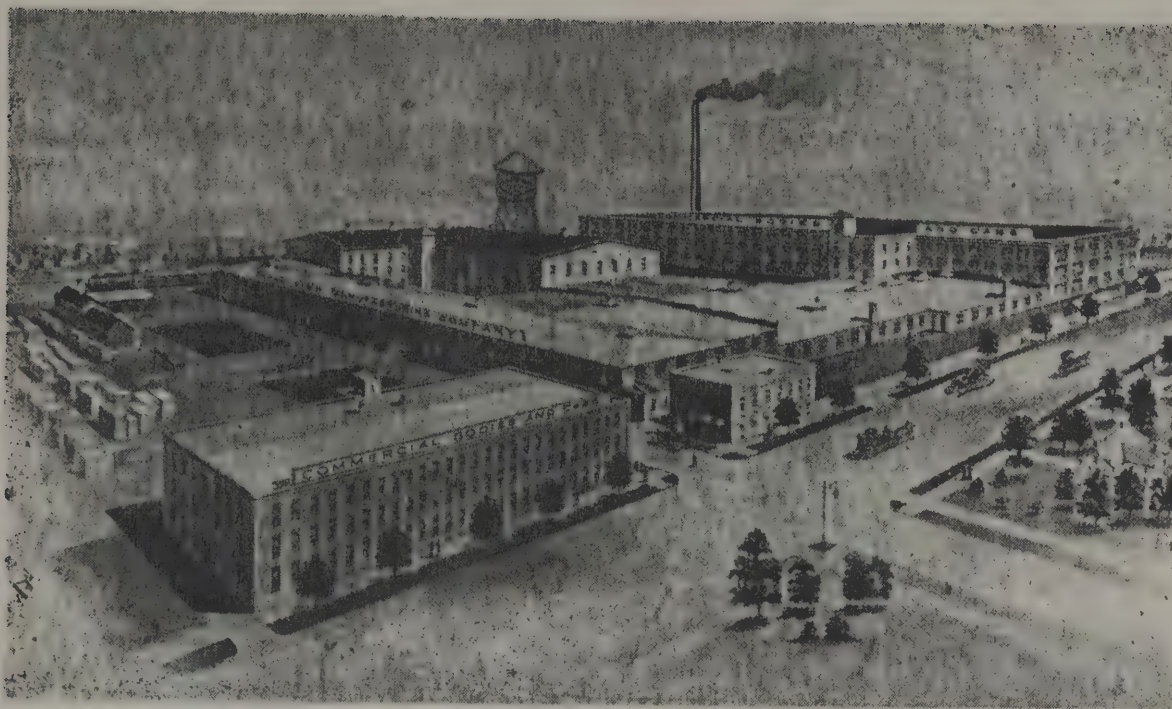
stant aim has been a better store . . . and we have continuously bent our efforts in that direction. Your continued patronage over these past 16 years has been a constant reminder that we have many Grinnell area friends.

Sincerely,

J. Donald Cunningham

CUNNINGHAM
Phone 204 DRUG 827-4th AVE.
GRINNELL
FILLING PRESCRIPTIONS IS THE MOST IMPORTANT PART OF OUR BUSINESS

— Grinnell's Busiest Drug Store —



The Spaulding plant at Fourth Avenue and Spring Street in the early 1900's

Grinnell Industrialist

SPAULDING

Probably there are a lot of people living in the Grinnell of today to whom H. W. Spaulding is only a name. Some, perhaps, have never even heard of him.

At this centennial time it is only fitting that recognition should be given a man who built up in Grinnell, by his own thrift and energy, a business enterprise of national scope and importance. In the early nineteen hundreds Grinnell was widely known as the home of the Spaulding Manufacturing company, makers of buggies. In its time, the company was turning out 10,000 vehicles a year and employed 300 men; not bad for a little town such as Grinnell was then. A brief history of the life of a man who helped to put Grinnell in the lime-

light as a business center surely is not out of place here.

Henry W. Spaulding was born in Vermont June 29, 1846. He started his business career at the age of 19 when he built a shop in Chelsea, Vt., hired a good blacksmith and began to learn the blacksmith trade, occasionally building a buggy on the side. In a year or so he had two or three buggies on hand and when his creditors were pressing him for money he took two of these buggies, hitched one behind the other and trailed them through the countryside until he found buyers. This was the origin of the celebrated "trailing system" which he followed during his days of greatest business success.

After about two years in Chelsea Mr. Spaulding sold his business there and worked as a journeyman smith in various shops. About two years later he entered the employ of Jacob Estey & Co., organ manufacturers in Brattleboro, Vt., and at the end of three months was placed in charge of the firm's blacksmithing department. He remained there for about three years and then went on the road for the Wiley & Russell Manufacturing company of Greenfield, Mass., manufacturers of screw cutting machines. In the course of this work he traveled in Iowa and Canada.

Iowa appealed to him and he located in Grinnell on April 11, 1876, beginning as a blacksmith and a carriage manufacturer on

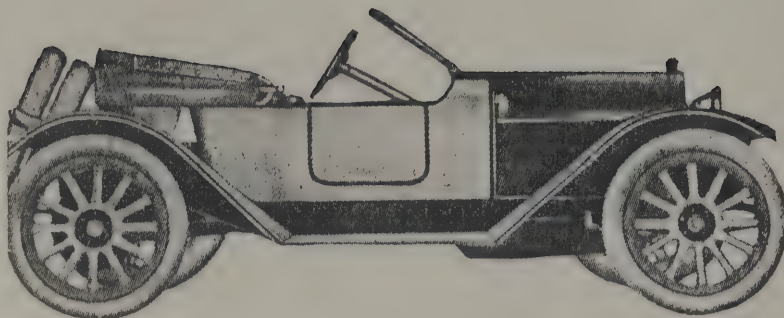
a small scale. During the first year he turned out 15 buggies and gradually increased production until by Jan. 1, 1883, he was making about 350 vehicles a year. He suffered heavy financial loss and severe personal injuries in the cyclone of 1882, but rallied and on Jan. 1, 1883, sold a half interest to A. P. Phillips & Son under the firm name of Spaulding, Phillips & Co. By Jan. 1, 1887, the firm was turning out 800 buggies a year. At that time Phillips & Son withdrew and M. Snyder held an interest for one year. The firm name at that time was Spaulding & Snyder.

On Jan. 1, 1888, Craver, Steele & Austin purchased Mr. Snyder's half interest and the business was continued under the firm name of Spaulding & Co. Production grew until in 1888 2000 vehicles were turned out.

Wishing to push their header business, Craver, Steele & Austin withdrew and after carrying on the business alone for a year Mr. Spaulding sold one fourth interests on Jan. 1, 1890, to Mr. Snyder, back again, and William Miles. The name was changed to the Spaulding Manufacturing company. At the end of the year Mr. Spaulding purchased Mr. Snyder's quarter interest and thus became owner of three fourths of the business.

In the decade from 1890 to 1900 the factory output was increased from 2,000 to 4,000 vehicles annually. On March 8, 1893, the firm sustained a loss of from \$55,000 to \$60,000 in a disastrous fire, collecting insurance of \$18,500.

On Jan. 1, 1900, Mr. Spaulding's sons, F. E. and E. H. Spaulding, bought the interest of Mr. Miles and became partners. This was the period of the firm's greatest prosperity. In



The Spaulding Car



1903 the firm manufactured and sold 6,001 vehicles and within the next few years the record mark of 10,000 vehicles was attained. The buggies were sold direct to customers by trailer and the company enjoyed an extensive business in the southern, western and northwestern states.

Then came the decline. The automobile was coming in. Buggies were going out. Recognizing the trend of the times, the Spauldings came on the market with the Spaulding automobile, an assembled car, which was made in the building at the corner of Fourth avenue and Spring street which was recently gutted by fire. The venture did not prosper. Business gradually fell off and in its latter years the company existed by manufacturing truck bodies and finally gave up the battle. It had enjoyed a meteoric career, largely through the faith, optimism and drive of one man.

No one who knew H. W. Spaulding back in those days will ever forget him. A small, wiry man, he crackled with energy. He was all over the sprawling plant which he had built up at Fourth and Spring. An expert blacksmith himself, he knew good work when he saw it and was as generous in his praise for a job well done as he was vigorous in his condemnation of a job sloppily performed.

Most of the old plant is now owned and occupied by the Sumner Brothers Seed Co. The

American Legion now owns the old Spaulding office building, and the newest building, erected originally as a wood working shop, is now occupied by the Grinnell shoe factory.

During the days of his great activity, Mr Spaulding was interested in more than his own business. He was a community minded man. For many years he was a trustee of Grinnell college and a generous contributor. He also served as mayor of Grinnell and as president of the Citizens National Bank and in the fall of 1910 he was elected to the state senate from the 12th Iowa district, including Poweshiek and Keokuk counties.

Mr. Spaulding was twice married. In October of 1872 he married Miss Miriam J. Lull. To them were born three sons, Harry E., who died at the age of 12 years, Fred L. and Ernest H. All the sons are now dead, E. H. Spaulding having passed away only a few months ago. Mrs. Spaulding died in 1888 and in 1903 Mr Spaulding married Miss Aimee M. Haight, who survives him. To them were born two daughters, Alice and Henryetta.

Senator H. W. Spaulding died on Jan. 20, 1937. He was a unique personality, representative of much that was best in his generation. He had the forward drive which pushes Americans to success and he had courage when things began to go wrong. To his dying day he was an optimist, forward looking and hopeful. In the best sense he was one of the builders of Grinnell.



The Spaulding Racer

The Iron Horse Arrives

First Train

The arrival of the first train on the Mississippi and Missouri, now the Rock Island railway, in Grinnell in June of 1863, marked the fulfillment of a hope long deferred. Grinnell had been waiting for a long time.

Two extracts from the diary of Josephus Eastman give the sentiments of the community. They are as follows:

"June 26, 1863—The First Cart Road engine wheeled into Grinnell. Townspeople have been waiting five, six and seven years and at last the iron horse has come. Some don't think the railroad will be of much benefit to the town. S. J. Clark and A. Scott and others made some such remarks, but I feel glad to see the engine and so do others.

Hurrah, Hurrah!"

"June 27, 1863—The first passenger car through today. This is an era in the history of Grinnell! It looks like the eastern style of living. Now for the first time in five years I live in a town where the cars run. Hurrah for the cars'. Hurrah, Hurrah!"

★ ★ ★



The first train which passed through Grinnell looked like this

ZIMM'S COAST-TO-COAST

Mr. and Mrs. M. F. Zimmerman
Betty and Roger

HARDWARE—AUTO SUPPLIES—HOUSEWARES—SPORTING GOODS
ELECTRICAL SUPPLIES—APPLIANCES—PLUMBING SUPPLIES—PAINTS

"You Are Always Welcome—Come In And Browse Around"

831 Main Street

Phone 549

Choice Relic

Historic Clapper

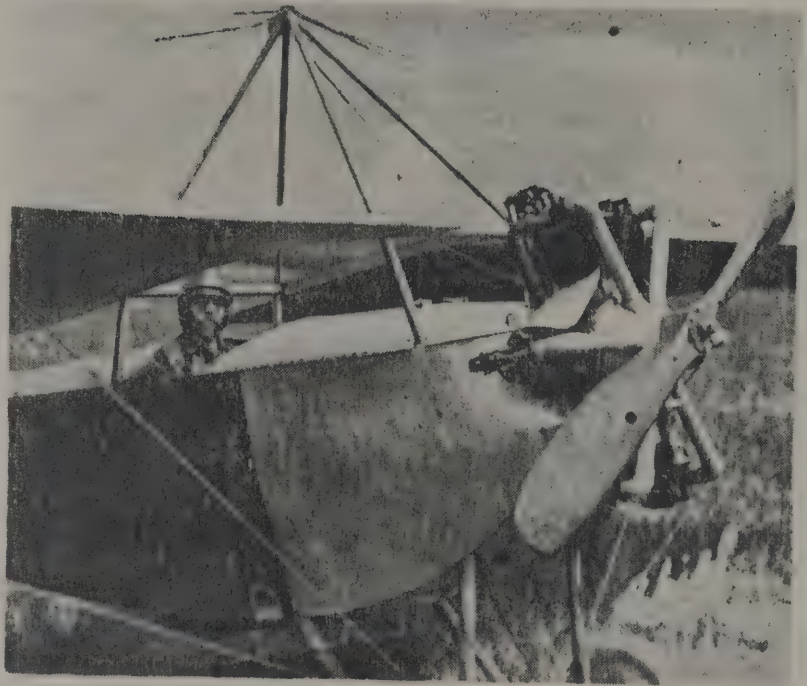
One of the choicest relics in the possession of the Grinnell museum is the clapper from the old bell which played such an important part in the life of the infant colony. It weighed, mounted, all of 1000 pounds and cost a few hundred dollars.

It was hauled by team from Davenport and was located near the Long Home and the flag pole. Its melodious tones welcomed each new family, called the settlers to church services, singing school and public meetings and were used to guide late arrivals on stormy nights.

When the first permanent school was erected the bell was placed in the tower and called Grinnell children to school until the building was destroyed by fire on the night of February 28, 1871. A day or so later Martin Rickard of Chester, while poking among the ashes, found the bell clapper, bent almost double by the heat. He took it home and for many years it was used as a farm anvil. Many bushels of nuts were cracked on it. The clapper went to Illinois with the Rickard family and accompanied them back to Grinnell.

When the Grinnell museum opened Henry Rickard, son of Martin, brought the clapper from the office of the school superintendent, where it had been for some time, to occupy the honored place which it now holds.

BILLY ROBINSON



Above: Billy Robison in the plane which he built himself

★ ★ ★

Below:

1914 Aerial View of Grinnell

Taken from Billy Robison's Plane, view faces slightly southwest with Broad, Main and business district clearly visible at left of photo.



Settled in Grinnell In 1850's



Identifications of the people pictured were listed on the back of the original photo. However, it should be noted that the front row contains fourteen people while only thirteen were identified. Identifications were listed as follows:

Back Row - Hurd; Dick King; W. Wallace; Charles Black; R. M. Kellogg; Stowe; A. P. Cook; Cook

Middle Row - Rodney Clark; Frank Wyatt; David Morrison; W. S. Leisure; Mr. Altig; William Hays; Thomas Hays; Henry Sherman; L. F. Parker; Mrs. L. F. Parker

Front Row - John Breeden; Harvey Bliss; Mrs. W. S. Leisure; Mrs. John Breeden; Mrs. J. B. Grinnell; Mrs. Philo Parks; Mrs. E. S. Bartlett; Mary Parks; Mary Morrison; Mrs. Stanley Bartlett; Mrs. Fred Morrison, Sr.; Mrs. Joanna Baggs; E. S. Bartlett.



Early street scene in Grinnell. Oxen were popular beasts of burden

Grinnell Scenes



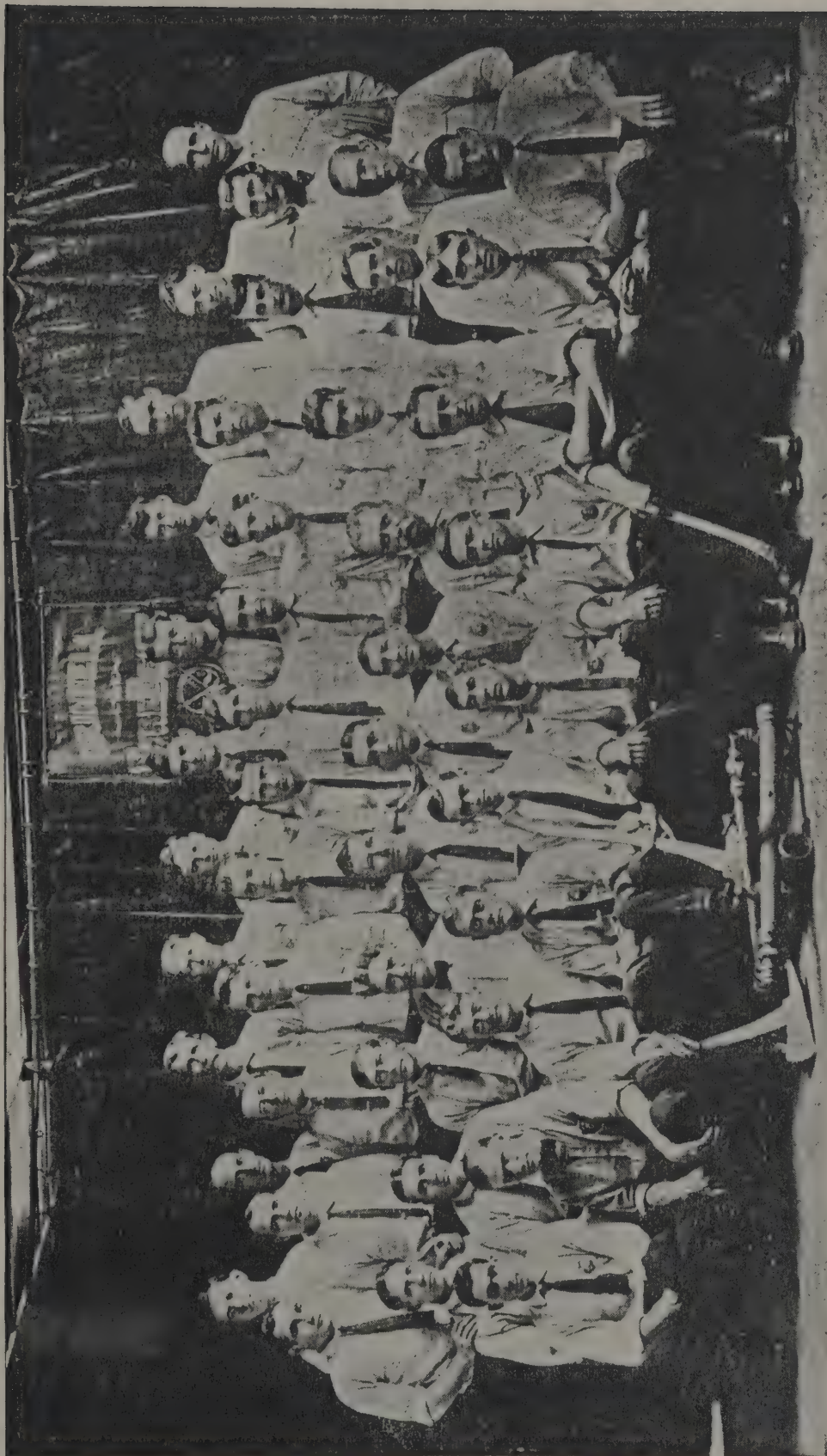
CO-OPERATIVE DELIVERY COMPANY

One of the unusual developments of Grinnell business was the Grinnell Co-operative Delivery, which made grocery deliveries all over town. The Co-operative Delivery owned its own wagons and the mule teams which furnished motive power. Jim Buswell was the general manager for many years. The advent of self serve stores put the Cooperative Delivery out of business.



DUCK HUNTING ON MAIN STREET

This is the historic scene at the Preston corner when Ed Brande went duck hunting in the mud puddle in the center of the street. Decoy ducks are in the water and Ed, in full hunting regalia, is on the side lines. It was one of the historic spoofs of early Grinnell.



Top Row - Harry Decatur, Lou Sieberth, M. J. Garrigan, Burt Mattison, Polk Burk, George Leins, Ced Barns, Jap Moore, E. B. Elliott, Lon Bogart, J. L. Fellows.
 Second Row - Dave Sutherland, Clarence Rose, Bert Gee, Bill Leins, Bill De Camp, C. F. Conelly, Ray Meyers, George Clifton, Jr., D. Ronk, C. S. Meyers, C. A. Hink, Ralph Little.
 Third Row - Bud Stowe, Bill Jones, Steve Smith, Jerry Mulcahy, Earl Neely, Ed Jones, Luke Godby, George Clifton, Sr., Tom Stafford, P. L. Garrigan, S. M. Little.
 Fourth Row - Ruby Noel, Orson Kincaid, Emery Boren, Walt Champlin, Jim Cunningham, Bill James, Russ Clindinin, Fay Mattison, Dell Coulson, Earl Clifton.

Serving the entire area with
Quality MEADOW GOLD Products

- Meadow Gold Ice Cream
- Meadow Gold Cheese
- Meadow Gold Butter
- Meadow Gold Cottage Cheese

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GOOD WILL USED CARS

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Leo "Hoop" Wright

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Grinnell

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- Office, school and religious supplies
- Office machines—new and used
Sale or Rental

**Congratulations, Grinnell
on your 100th Birthday**

Centennial Congratulations!

JAMES FUNERAL HOME

C. N. James—Paul Schalinske

Grinnell, Iowa

CENTENNIAL ACTIVITIES

- March 14 Centennial Sunday
Centennial theme in Grinnell church services
- April 5 - May 22 Centennial Essay Contest
All Grinnell school students wrote essays on Grinnell
- May 11 Postal Cancellation
Start six month use of centennial postal cancellation. Estimate
750,000 letters leaving Grinnell will bear cancellation
- May 17 Centennial Book
Announce publication of centennial book, "Grinnell—
A Century of Progress"
- May 18 Novelties
Centennial wooden nickels, ties and badges make their appearance
- May 19 Long Home
Replica of Long Home, located on Broad Street, dedicated. Replica
serves as centennial museum and centennial headquarters. Grinnell
Museum Society personnel will staff
- May 21-22 Pageant - "A Town Grows"
Centennial Pageant presented by high school cast of 700 at
Ward Field. Thirteen episodes depicting Grinnell history
- May 26 Kids' Parade
Grade school youngsters participate in Centennial Kids' Dress-Up
parade. More than 300 in costume
- May 29 Beard Judging Contest
Beards judged at Long Home site
- June 10 Novelties
Centennial decals make their appearance
- June 25-26 Centennial Play
"The Curse of an Aching Heart", centennial play, presented
by the Grinnell Community Theatre at the High School
auditorium
- June 30 Kids' Parade
Repeat performance of Kids' Centennial parade in Central Park
- July 8-9-10 Rock Island Train
Rock Island railroad's Old No. 9 displayed here for three days

CENTENNIAL ACTIVITIES

- July 24 Parcel Post Auction
Parcel post auction scheduled in Central Park
- August 1-28 Relic Displays
Centennial relics on display in windows of downtown business places
- August 8 Golf Tournament
Centennial golf tournament held at Grinnell Country Club
- August 8 Horse Show
Centennial Horse Show held at Grinnell College Stables
- August 11-12 M. & St. L. Train
New M. & St. L. double diesel on display here
- August 9-10-11-12 4-H Fair
- August 17-18 Rodco
Centennial Rodeo presented at Grinnell College Stables
- August 22-28 CENTENNIAL WEEK
- August 22-28 HOMECOMING WEEK
Letters sent to former Grinnellians inviting them to return to
Grinnell during Centennial Week
- August 23-28 Carnival
Carnival in Central Park
- August 22 Union Services
Union Services held Sunday evening in Central Park
- August 27 Stadium Show
Giant wrestling show held in Ward Field stadium. Centennial
souvenir badges are ticket of admission
- August 28 Parade
Centennial Parade in downtown business district in the morning
- August 28 Free Acts
Free acts in Central Park - afternoon and evening

Grinnell Centennial Central Committee

Don Cunningham--Jim McNally--Al Pinder

A Salute To Grinnell

On Its 100th Anniversary Celebration



Old Drawing of Herald-Register Building



The Herald-Register, one of the oldest semi-weekly newspapers in continuous publication in the state, salutes the men of courage and vision who founded Grinnell 100 years ago. Also, we honor those who followed and helped to build our city to the thriving community we know today. Grinnell prospered because men believed in Grinnell . . . and they worked to make their dreams of a better Grinnell come true.



GRINNELL HERALD - REGISTER

A. J. Pinder
Mrs. Lela Brush
Mrs. Alba Thomann
Isobel Mithelman

Warren Bailey, Jr.
Louis Wisecarver
Jim George
Mrs. Norma Sherwood
Bob Bigelow — And 15 Carrier Boys and Girls

Max Thompson
Lottie Hunter
Ramon Shope
Claude Grelling

Cliff Jones
Max Ryan
Ed Duvall
L. B. Watt



Preston Opera House

The old Preston opera house is a well remembered spot for early Grinnellians. It wasn't much but it was the best there was. It was upstairs over the present Coast to Coast store on Main street. It was the scene of the college plays in those days and various barn-storming companies showed their wares there. It was small and it was crowded, but it was an opera house.



Old Overhead Bridge

The old overhead crossing over the Rock Island railroad west of town. It is still there, but not the same one as is shown in the picture, according to reports. That one burned down. Note the team and wagon crossing the bridge. Now automobiles go over it.



Chapin House

The old Chapin House was a landmark of Grinnell for a long time. It stood just north of the Rock Island tracks, where the little depot park is now. The front entrance was reached by a high flight of steps as shown in the picture. The steps rose almost from the depot platform. George Christian operated this hotel at one time.

Serving Grinnell Since 1923 —

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808 Fourth Avenue

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**55 Years of Continuous
Business in Grinnell**

H. I. YEAGER

Jewelry, Optical and Hearing Aids

823½ Fourth Ave.

Phone 52

Over Half a Century . . .

**Grinnell area farmers
have been using**

FARM WATER SYSTEMS

**Installed by Germans,
father and son.**

Phil German — in farm water system business from 1906 until his death in 1926.

George German — started with father in 1917 and still in business today.

FARM WATER SUPPLIES

George and Fidelia German

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Centennial Congratulations



"Your Friendly Grocery Store"

923 Main

Phone 85

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— COMPLETE FARM INSURANCE —

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OFFICERS

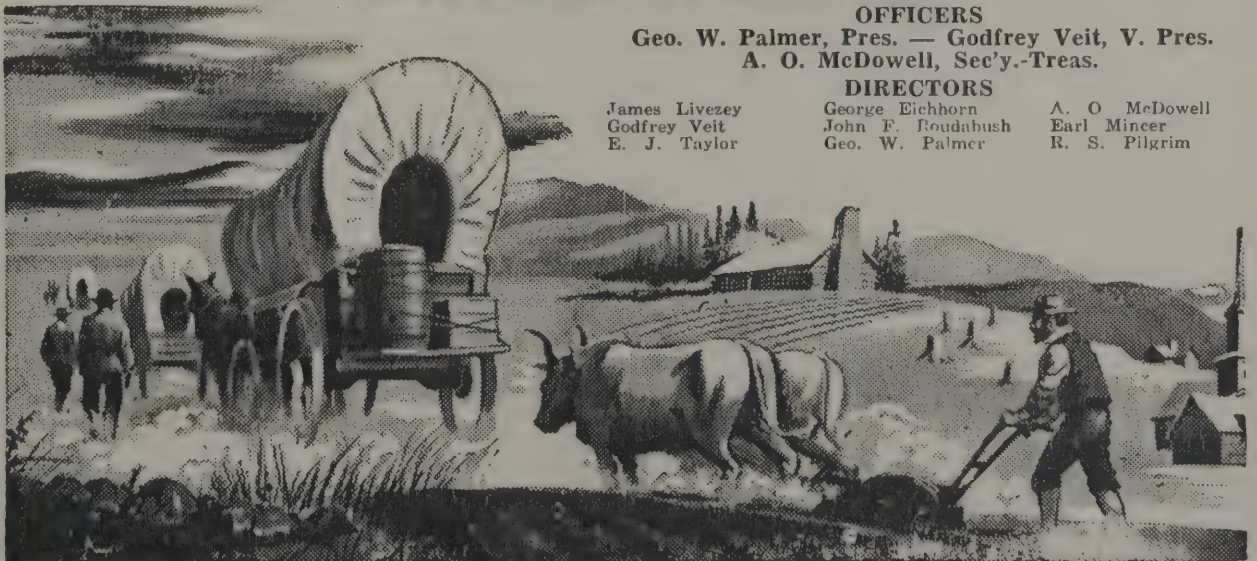
Geo. W. Palmer, Pres. — Godfrey Veit, V. Pres.
A. O. McDowell, Sec'y.-Treas.

DIRECTORS

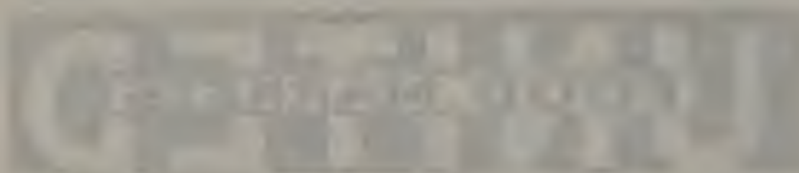
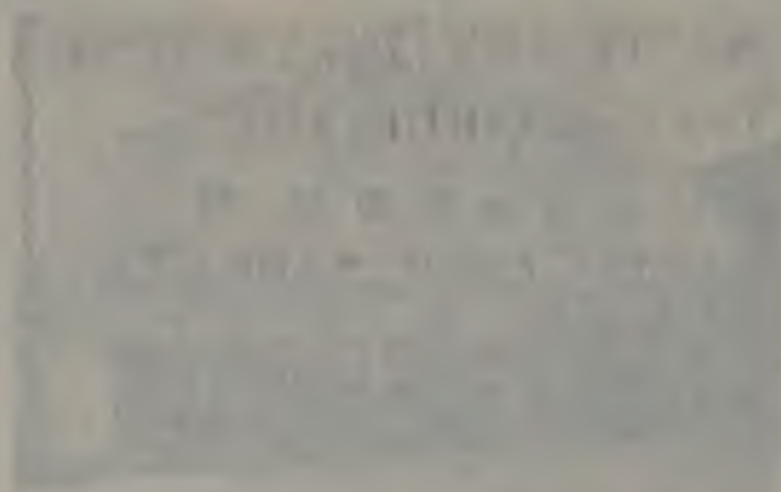
James Livezey
Godfrey Veit
E. J. Taylor

George Eichhorn
John F. Roudabush
Geo. W. Palmer

A. O. McDowell
Earl Mincer
R. S. Pilgrim



Continental Corporation



1957

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PONTIAC, MICHIGAN

1957



